Commander's Guide

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PREFACE

1. **Purpose**. The purpose of this guide is to familiarize you, the Unit Commander, with the operation and functions of the Unit Level Logistic System - Aviation (ULLS-A). It is designed to assist you in readiness reporting under the Army Materiel Status System (AMSS) and to serve as an aid in interpreting AMSS reports. This Commander's Guide can help you and your designated representatives manage your unit's activities under The Army Maintenance Management System - Aviation (TAMMS-A). It can assist you with reviews and inspections of readiness, maintenance, and aviation Class IX supply operations.

2. **General**.

a. This manual is not intended to teach the user of the ULLS-A. The ULLS-A End User Manual (EM) covers all aspects of the supply, maintenance, utility and AMSS operations performed by ULLS-A and should remain the primary source of information or system operation and maintenance. Questions about the operation of ULLS-A should be referred to the ULLS-A EM.

b. When used in this publication, "he, him, his and men" represent both the masculine and feminine gender unless otherwise stated.

3. **Organization**. This handbook is divided into four sections as follows:

a. Section I, Unit Parameter Files. This section will summarize and list all data elements by option. The unit commander controls access to the file/system using passwords and IDs, and updates the system when necessary.

b. Section II, ULLS-A Sample Reports. This section includes a sample of some reports that are of particular use to commanders. These reports are divided into two types, management tools and AMSS reports. Along with each report is the source, the suggested frequency, the purpose, the disposition, and most importantly the management or inspection applications for each report.

c. Section III, Sample ULLS-A Internal and Security Standing Operating Procedures (SOP). This section provides a general SOP for

ULLS-A. Unit SOPs should contain sections applicable to Security, Production/Quality Control, Flight Company operations and Brigade ULLS-A Systems, if applicable. The model SOPs provided covers major areas of concern; however, they must be modified/enhanced by each unit to conform to the unit's policies, procedures and mission.

g. Section IV, ULLS-A Checklist. This section provides a checklist to be used by commanders, supervisors and inspectors. The model checklist covers major areas of concern; however, it should be modified/enhanced by each unit to conform to the unit's policies, procedures and mission, and then incorporated into the unit's SOP.

h. Conclusion. This section provides procedures for making recommended changes to ULLS-A software and documentation. The proper forms and the channels by which the forms should be obtained are identified.

4. **System Security**. In addition to the computer's built-in password, ULLS-A has security features designed to protect the integrity of the database, in accordance with (IAW) AR 380-19. The security features include a warning banner indicating this is a Department of Defense (DOD) interest computer system for Official Use Only and is subject to monitoring. A system of user identification and password is used to control access to the program. User ID and passwords will be assigned by a Terminal Area Security Officer (TASO) who should also be an ULLS-A administrator. Passwords will be updated every 180 days. Anyone trying to gain access will have three attempts to enter the correct data. After the third attempt, the system locks the user out. A special diskette must be used to re-activate the user ID. Users of ULLS-A will not have access to a DOS prompt. Finally, a C2 Audit program records each major event by user ID. Commanders must make sure security awareness training has been provided for each ULLS-A operator.

5. **Virus Protection**. Each ULLS-A computer must have an approved virus protection software installed. The computer must be scanned for viruses each time it boots up.

6. **Overview of ULLS-A**. ULLS-A is one part of a three-phased project to automate maintenance, supply, and other logistics operations at the unit level. Other Unit Level Logistics Systems that may be used in the command are Unit Level Logistics System - Ground (ULLS-G), found in the motor

maintenance area, and ULLS-S4, found in logistics staff offices and unit supply rooms.

a. ULLS-A automates the manual supply and maintenance forms and other unit level tasks that had been previously accomplished in a manual mode. ULLS-A is now the system of record for all Prescribed Load List (PLL) and TAMMS-A operations at the unit level.

b. The goal of ULLS-A is to help units achieve the highest level of readiness possible. Faster request and receipt of repair parts, immediate access to detailed aircraft status, maintenance, and supply information and increased knowledge of aircraft readiness contribute to overall unit readiness.

c. ULLS-A does not change logistics principles or modify regulations that pertain to an aviation unit. However, there will be changes in procedures related to records management and readiness reporting that will need to be specified in SOP. Ensuring the adequacy of the unit SOP is a command responsibility.

d. ULLS-A operates at four levels - brigade, company, Aviation Unit Maintenance (AVUM), and Aviation Intermediate Maintenance (AVIM). Systems are placed with the crewchief at the flight company on small, portable, laptop computers. These computers maintain status of aircraft and parts demands. Flight company systems update the ULLS-A of the supporting AVUM on a daily basis. Updates can occur through a transfer of diskettes or via tactical/commercial telephone/modem. The real nerve center for management is the AVUM. At the AVUM, ULLS-A consists of four desktop computers connected through a local area network (LAN). ULLS-A automates the system for work orders, parts requisitioning, aircraft historical record keeping, the production of maintenance management reports and aircraft readiness reporting. Aircraft sent to AVIM on work order are accompanied by an aircraft transfer diskette, supplying the AVIM with a copy of all records for the customer's aircraft. At the supporting AVIM, ULLS-A provides the same electronic record keeping for customer and float aircraft. Readiness, supply, and maintenance information is exchanged within the four levels, and with other automated systems, via telecommunications and floppy diskette.

7. **Overview of AMSS**. AMSS has been developed to replace the manual readiness reporting requirements outlined in AR 700-138: Army Logistics

Readiness and Sustainability. AMSS was developed concurrently with ULLS-A as part of the baseline; therefore, when ULLS-A is fielded, the AMSS End of Report Period file and Commander's Statement will replace the DA Form 1352. AMSS will also be incorporated into the ULLS-G L3N-05 Baseline and when fielded will replace the DA Form 2406 and DA Form 3266-1. AMSS, in both ULLS-A and ULLS-G, will replace the manual readiness reporting requirements with a single automated readiness reporting system and will become the system of record for all materiel status reporting in the Army.

a. AMSS is intended to become the commander's link to monitoring the supply and maintenance posture of the unit. AMSS has the capability to consolidate the "real time" materiel status information received from subordinate units and is used for the purpose of monitoring and reporting their materiel readiness status. AMSS accumulates Not-Mission Capable (NMC) maintenance data, Partially Mission Capable (PMC) maintenance data, and NMC parts information for all reportable end items, weapon systems and subsystems and has the capability to receive support and depot level NMC data from the Standard Army Maintenance System Level 1 (SAMS-1). NMC time due to an equipment shortage (NMCE), is not included in AMSS at this time. AMSS does not track reportable subsystems not on hand that effect reportable weapon system NMC time.

b. The capability of maintaining required, authorized and on hand equipment data is also included in AMSS. The Standard Army Maintenance System (SAMS) will be the data path utilized to transfer the AMSS data to LOGSA. Consolidated data will provide the Army with the capability of monitoring the materiel readiness status of the fleet and will also provide the visibility necessary to effectively manage the Army's weapons systems.

c. **Display/Print AMSS Reports**. This process will allow the user to select the method for viewing the AMSS report information. The user may elect to view the data on hardcopy or the computer screen. The NMC/Partially Mission Capable (PMC) time and percentages displayed or printed are recalculated each time a report process is executed. This capability provides "real time" information to the user at the unit and battalion level. At the brigade level, if applicable, the NMC/PMC time and percentages displayed for printed are not recalculated each time the process is executed. The time and percentages displayed are based on the most current transfer of the AMSS Asset Control and Report File from each

subordinate battalion within the brigade. The reports are shown in Section II.

d. **Send AMSS Trans Higher LVL**. This process provides the battalion the capability of sending the AMSS Asset Control and Report File to the brigade ULLS-A system. The AMSS Control and Report File is provided to the brigade ULLS-A from the AVUMs on diskettes. The purpose of this transfer is to provide input data for a consolidated rollup of the aviation brigade's materiel status.

e. **Recv AMSS Trans Lower LVL**. This process provides the aviation BDE the capability to receive the AMSS Asset Control and Report File from multiple subordinate units by diskette. This option is an additional capability within the ULLS-A baseline intended to provide the Brigade with the information necessary to monitor materiel status either separately by battalion or rolled up by brigade.

f. **Create AMSS Trans to SAMS**. This process provides the capability of sending a snapshot of the unit's readiness posture to SAMS-1 and may be executed at any time. SAMS-2 has the capability of sending the data as an interim report to LOGSA. They do not, however, process any of the AMSS data that is received. The report reflects the status of the equipment from the beginning of the report period to the date the report is executed. The option does not project the accumulated time to the end of the report period, add the report period end date to each record, or reset the report period end date. This process can create the file on disk or transmit the file via telecommunications.

g. **Update AMSS Authorizations**. This process is utilized to add, modify, or delete the authorized, required, on-hand and quantity short fields in the Authorization File by UIC and by EIC.

(1) **Add/Modify/Delete Unit Authorization**. The option will allow records to be added, individual fields in existing records modified or existing records deleted, due to changes that may occur in the unit's Modified Table of Organization and Equipment (MTOE) or gains and losses of aircraft.

(2) **Print Unit Authorization**. This option will allow all existing records in the AMSS Authorization File to be printed by UIC. Data included on the report will be the EIC, Model, UIC, and DODAAC. In addition, quantities required, authorized, on-hand and quantities short will be printed.

h. **End of Report Period**. This option will replace the DA Form 1352: Army Aircraft Inventory, Status, and Flying Time. This process does not print an automated DA Form 1352. It creates a data file that includes the accumulated NMC time for each reportable aircraft and weapon system from the 16th day of the previous month at 0001 hours through the 15 day of the current month at 2400 hours. If this process is executed prior to the 15 of the month, it will project the accumulated NMC time for each item based on the current status, to the end of the current report period.

In addition, the system will reset the report period end date for the next report period. Because of this projection capability, it is strongly recommended that all statuses on open maintenance requests from SAMS-1 are posted prior to the executing this process. Statuses on all open document numbers need to be as current as possible. Lastly, this process will generate two hard copy reports, the "Output Listing: AWAME130.DAT", and the AMSS Required Commander's Statement, a listing of aircraft which require remarks on the commander's statement. This process can create the file on disk or transmit the file via telecommunications.

i. **Enter Commander's Statement**. This option must be run following the running of the End of Report Period options. The AVUM or AVIM commander's password must be keyed in to gain access to this option. The Commander's Statement allows the commander to identify general and specific problems which have affected equipment or overall unit readiness during this report period. The End of Report Period option creates a requirement for mandatory commander's comments regarding aircraft failing to meet DA goals for Fully Mission Capable (FMC%), NMCS%, NMCM%, and for those NMCS requisitions over 30 days old. This option may be used repeatedly to add and update the Commander's Statement. The Commander's Statement may be printed for review. When the commander is satisfied that the statement meets the requirements of AR 700-138, a copy of the statement is printed for local files and the Send Commander's Statement

option is used to produce a copy on diskette for submission to the chain of command.

j. **Send Commander's Statement**. This option must be run following the End of Report Period option and after the Enter Commander's Statement option has been completed. The Send Commander's Statement option results in the production of one diskette containing the AWAME135.DAT file designed to be mailed to Director, USAMC Logistics Support Activity, ATTN: AMXLS-RWA, Redstone Arsenal, AL. The option also prints a hard copy version of the Commander's Comments Report. Do not mail this printout to LOGSA; retain the printed report locally. The send Commander's Statement option can only be run successfully once per report period. It is recommended that a copy of the disk be made and retained in the unit, until receipt of the disk by LOGSA is confirmed. If the Send Commander's Statement option is attempted before comments are made to support all the required remarks, no disk will be produced. The Enter Commander's Statement option should be used to complete the comments in the required areas before running Send Commander's Statement again.

k. **Definitions and Requirements for AMSS**. The definitions and requirements concerning the development of AMSS in ULLS-A were provided by Headquarters United States Army Materiel Command (AMC), and are as follows:

(1) Reportable Aircraft. All Army aircraft will be reported in accordance with AR 700-138. Individual aircraft readiness goals are defined in Chapter 3 of AR 700-138. Aircraft and flight simulators listed there are reportable.

(2) Reportable Subsystems. Reportable subsystems are subsystems such as missile, armament, and communications systems identified by LOGSA with EIC. Some weapon systems are firing weapons. For example, the AN-ARN-89B Direction Finder Set and the M272 Launcher Guided Missile are considered weapons in ULLS-A. Both the aircraft and the weapons must be operational in order for the aircraft weapons system to be rated FMC.

(3) Primary Subsystems. Primary subsystems are the airframe on which the required subsystems are authorized/ installed. In the case of an AH-64A Apache attack helicopter, the aircraft is designed as the primary subsystem and the aircraft's radios, navigational systems, missile launcher, and armament subsystems together forms the weapons systems. Quantifying subsystems in this way allows Partially Mission Capable (PMC) time to be linked to the aircraft weapons system.

l. **AMSS Reporting Requirements**. AMSS reporting requirements are described below, and include the requirement to report all NMC and non comgen ("+") circle "X" failures occurring throughout the monthly report period.

(1) Time Criteria for Reporting Equipment and Systems. AMSS reporting is in accordance with Department of Defense Instruction (DODI) 7730.25, Materiel Condition Reporting for Mission Essential Systems and Equipment. Missile and Aviation Systems Hourly Rule. NMC/PMC time for aviation and missile systems will be recorded hourly and reported monthly. One Hour Rule: aircraft and weapon systems rated NMC/PMC, but returned to an FMC condition within one hour of the time of the fault that created the NMC/PMC status will not be reported NMC via AMSS.

(2) Aircraft or subsystems rated NMC due to depot level work being performed, whether on site or at the depot, will be reported NMCD. This includes Product Improvement Programs (PIPs) Modification Work Orders (MWOs), and depot overhauls. Items at depot will be counted as NMCD only when they are retained on the unit property book and are at depot on a repair and return to user basis.

(3) The AMSS reporting period will be from the 16th day of the previous month through the 15th day of the current month.

(4) Both unit level NMC maintenance (NMCM) and NMC supply (NMCS) time will be delineated and linked to the appropriate NMC equipment, system and subsystem via the EIC, and reported as either NMCM Unit or NMCS Unit.

(5) Both support level NMCM and NMCS time will be delineated and linked to the appropriate equipment, system, and subsystem via the EIC, and reported as either NMCM Support or NMCS Support.

(6) When reportable aircraft and subsystems have been determined to be NMC, the national stock number (NSN) or part number for the required repair parts will be identified and linked to the NMC. This will include the capability to capture up to 20 repair parts for each aircraft or weapon system reported as NMCS.

(7) Aircraft and subsystems possible time will be calculated by multiplying the number of reportable systems times the number of days or hours the items were on hand during the report period.

(8) Aircraft and subsystems available time will be the total NMC/PMC time for reportable systems subtracted from the possible time.

(9) The first occurrence of NMC/PMC time starts the NMC/PMC status for systems reported via AMSS. Subsequent NMC failures against the same aircraft and weapon systems will be captured; however, they will not be counted in the total NMC time. This prevents a situation wherein there is more NMC time recorded and reported than possible time allowed.

(10) When the first occurrence of NMC time is determined to be NMCM, and if subsequent failures occur requiring repair parts, these parts will be identified via the NSN or part number and linked to the appropriate NMC aircraft and/or weapon system.

(11) Systems NMC/PMC will not be reported FMC until all NMC/PMC faults, whether maintenance or supply related, are corrected.

(12) For an aviation system to be reported as FMC, the aircraft and all of its subsystems must be operational. If required equipment listed currently in AR 700-138, Chapter 3, Table 3-13, is not operational, the weapon system must be reported NMC. If required equipment in AR 700-138, Chapter 3, Table 3-12, is not operational, the weapons system must be reported PMC if it can still perform one or more, but not all of its missions. PMC will be reported as Partially Mission Capable Maintenance (PMCM) or Partially Mission Capable Supply (PMCS).

(13) Weapon systems will be considered FMC if not PMC or NMC conditions exists.

(14) PMCM will be reported against the aircraft if the subsystem (including all reportable subsystems) causing the PMC condition is nonoperational and troubleshooting or maintenance is being performed on that weapon system. The subsystem will be reported as NMCM against the appropriate AVUM or AVIM. Subsystems removed and work ordered to AVIM for repair will be reported NMCM-SPT. If AVIM repair of the weapon system reaches a work stoppage and is awaiting parts, the weapon system will be reported NMCS-SPT.

(15) PMCM time will end when the fault has been corrected or the weapon system maintenance actions for the PMC condition are complete and the subsystem is awaiting parts. PMCM time will end if the requisition is not filled within one hour. At that time the aviation system will be reported PMCS and the subsystem will be reported NMCS-ORGANIZATIONAL.

(16) PMCM and PMCS hours will not overlap. PMCM hours + PMCS hours = PMC hours. If multiple PMC conditions exists for the weapon system, it will be reported PMCM until all maintenance actions for the PMC deficiencies have been completed. PMCS hours for the weapon system will begin when all maintenance actions for the PMC conditions have been completed and supply requisitions are not filled within one hour. The subsystems causing the PMC condition will be tracked individually as NMCM-ORG or NMCM-SPT.

(17) Rules for reporting NMCM time for the weapon system will remain as stated in AR 700-138, Chapter 3, Table 3-1, NMCM Block. Notes 1, 2, and 5 remain in effect for reporting NMCM time. NMCM time will be logged as Organizational, Support, or Depot, based on the level of maintenance being performed. NMCM hours and NMCS hours will not overlap. NMCM hours (ORG + SPT) + NMCS hours = NMC hours.

(18) Rules for reporting NMCS time for weapon system remain as stated in AR 700-138, Chapter 3, Table 3-1. NMCS time will start when work stops because of a lack of repair parts and the NMCS requisition is not

filled in one hour after being requests. NMCS time will stop when the required repair parts have been delivered to the requesting activity.

(19) NMCM time for weapon system will be recorded as ORG or SPT based on the level of maintenance being performed NMCS time of weapon systems will be reported as ORG or SPT based on the level requesting the repair parts. A weapon system work ordered to AVIM for repair that reaches a work stoppage due to the lack of repair parts will be reported NMCS-SPT.

(20) The priority for status in AMSS is NMCS, NMCM, NMCD, PMCS, PMCM, and FMC.

(21) In order for AMSS reporting units to report essential Equipment Mission Capable (EMC) and Equipment Readiness (ER) via the Unit Status Report (USR), DA Form 2715, an automated method at the unit level for providing the input is required. The EMC and ER input to the USR will be IAW the provisions prescribed in AR 220-1, Unit Status Reporting, paragraph 6.6.

(22) For field commanders to monitor the daily status of assigned aircraft weapon systems and subsystems, an automated capability must exist in order to provide a daily listing of cumulative NMCS, NMCM, PMCS, and PMCM data for all reportable aircraft weapon systems and subsystems. This would include the capability to provide aviation units a daily listing of cumulative on hand FMC, PMCM, PMCS, NMCM and NMCS data, expressed both in hours and percentages for each serial numbered aircraft. The formats for these reports will be based on AMSS data elements and should reflect the same data as that reported via AMSS to the national level. This will ensure commanders and logistics personnel in the field are cognizant of the AMSS data reported to the national level, while at the same time providing data on which to assess the materiel status of their assigned aircraft. This report capability will assist in achieving a major goal of AMSS, that of providing commanders in the field a more accurate method of assessing their unit's combat capability as it relates to the availability of war fighting equipment.

8. **ULLS-A Processes that Affect AMSS.** The following processes effect AMSS:

a. **Aircraft Fault Update Process**. A NMC fault (“X” status symbol) and PMC fault (circle X status symbol) are entered into the system by the crewchief at the flight company through the add aircraft fault process. After the fault is transmitted to the LAN via the Data Transfer process the fault is reviewed at PC. When NMC repairs are complete, an authorized Technical Inspector closes the fault through the correct fault option. Closing the fault stops the accumulation of NMC/PMC time in AMSS.

b. **Fault Review Process**. Both PMC and NMC faults are reviewed by production control. The decision is made by PC whether to report the fault to AMSS or not. If the fault is determined to be valid and is reported to AMSS, P/NMCM time begins to accumulated based on the date and time the fault was entered by the crewchief at the flight company. Only after the NMC fault has been reviewed and reported to AMSS can a high priority NMC part request or maintenance request be initiated against the aircraft or subsystem. When the NMC/PMC fault has been closed, it will appear once more for fault review. If it was originally reported to AMSS, it will be reported to AMSS no matter what selection is chosen during the final review.

c. **Initialization Process**. Initialization adds an aircraft to the ULLS-A database and automatically posts a "Gain" in the AMSS reports sent to LOGSA. One line in the report identifies the aircraft by serial number and Mission Design Series (MDS) as having been acquired by the gaining unit and a "Loss" to a previous unit based on the UIC information entered during initialization.

d. **Aircraft Transfer Process**. The Permanent Transfer Out process automatically posts a "Loss" to the AMSS reports sent to LOGSA when an aircraft is transferred outside the reporting UIC. The Transfer In process posts a "Gain" in the AMSS reports sent to LOGSA. Gain and Loss records identify aircraft by serial number and MDS as having been acquired by the gaining unit and a Loss to a previous unit based on the UIC information coded in the aircraft transfer diskette and entered by the operator at the time of aircraft transfer.

e. **Flight Pack Process**. When the flight pack is run for an aircraft, any overdue inspection, phase, or component change automatically writes a

computer generated NMC fault. Computer generated faults such as these must be reviewed at Production Control. The decision is made whether to report the fault to AMSS or not. If the fault is determined to be valid and is reported to AMSS, NMCM time is accumulated based on the date and time the inspection , phase, or component became overdue.

f. **The Request for Issue Process**. Before a high priority NMC repair part can be ordered against an aircraft or weapon system (including non-firing subsystems), a corresponding NMC fault must be entered against the equipment, and reported to AMSS through Fault Review. If the part requested is not available from the PLL, and this is the only NMC entry against the piece of equipment, NMCS time will start as of the date and time in the ULLS system clock. This always applies unless the aircraft or subsystem is currently in a NMCM status. If the piece of equipment is in a NMCM status, the requisition is processed, however NMCM time continues to be accumulated against the item. This occurs because work on the piece of equipment continues. When work stops, and cannot be continued without the needed repair parts, maintenance status must be update in ULLS-A so that NMCS time will start and continue until all repair parts rendering the piece of equipment NMCS are received.

g. **The Post-Post Request For Issue Process**. Previously submitted manual requests must be entered into the ULLS-A Document Control Register. When the repair part request is a high priority, and is being posted to the Document Control Register, it must be supported by a "X" fault which has been reported to AMSS through Fault Review. NMCS time will start based upon the date of the document number and the time providing this is the only NMC entry against the piece of equipment. NMCS time will continue until the last part is received or canceled and the status is not longer "at a work stoppage".

h. **Request for Cancellation Process**. If a cancellation is initiated by the unit for a required NMC part, and there are no other NMC parts on requisition for an aircraft or weapon system, NMCS time stops and NMCM time starts. NMCM time will continue until the fault is corrected.

i. **Request for Modification Process**. If a repair part was requisitioned for an aircraft or weapon system on a low priority, the modification process will change the priority of the original repair part

request to a high priority NMC repair part request providing an open NMC fault exists for the equipment. If the aircraft or weapon system is not currently NMCS or NMCM, NMCS time will start and continue until the repair part is received.

If a repair part was requisitioned for an aircraft or weapon system on a high priority, the modification process will allow the user to change the priority of the original request to a low priority repair part request. If the aircraft or weapon system is not currently NMCM, NMCS time will stop and NMCM time will start and continue until the original NMC fault is corrected.

j. **Automated and Manual Status from SARSS**. If a cancellation status is received for a required NMCS part from SARSS by diskette or other means, and there are other NMCS parts on requisition, NMCS time remains unchanged. If there are no other parts on requisition, NMCS time stops and NMCM time starts.

k. **The Receipt Process**. When all NMC repair parts requested are received, NMCS time will stop and NMCM time will start. NMCM time will continue until all the NMC repair parts are installed and the faults against the equipment are corrected.

l. **Maintenance Request Process**. Prior to creating a maintenance request against an aircraft or subsystem, a fault has to be written against the equipment. It is possible to create a high priority maintenance request tied to a low priority fault with the commander’s password. The system creates a low priority ORGWON and will not be tied to AMSS. If the fault is a NMC fault, organizational NMCM time will accumulate as of the date and time of the fault after it has first been reviewed and sent to AMSS by PC. If PC decides to create a work request, the initiation of a work request to support maintenance, for an aircraft or subsystem, creates an "M" status in the Workorder File. This "M" status indicates that the equipment has been evacuated to a higher level of maintenance. Once an "A" status is received from SAMS-1 for that piece of equipment, support level NMC time will accumulate.

m. **Automated and Manual Status Update from SAMS-1**. SAMS-1 currently has the capability to produce a diskette containing the status

records of every support work request submitted from their customer units. When a maintenance request is generated, the ULLS-A system assigns a maintenance request number with either a "2" or a "3" in the sixth position. Maintenance requests with a "2" in the sixth position are supporting NMC faults. Maintenance requests with a "3" in the sixth position support Non-NMC faults, and can be processed either as a high or low priority. When the status diskette is received from SAMS-1 and is processed into the system, the ORGWON in the status file that have a matching ORGWON in the Work Order File are updated. The work order file contains only the current status, date, and time. Common statuses received from SAMS-1 are NMCM, NMCS NMCD; and status codes indicating that the work order is closed/ready for pick-up.

n. **Subsystems Management**. Subsystems management is the basis for PMC reporting in AMSS. If firing weapons and reportable subsystems are assigned to an aircraft, then faults can be associated with a weapon system and subsystems, causing PMC time to accumulate against the aircraft.

o. **AMSS Computations**. Based on the status history segments contained in each record in the Segment Date File, the algorithms have been developed to properly calculate and write the accumulated NMC time to the corresponding records in the AMSS Asset Control and Report File. NMC time accumulation for the purpose of deriving readiness percentages/rates can be difficult to do, especially for the system record. Total time against a particular system record does not consist of the combined total for the subsystem records, since there is overlapping time to consider when more than one subsystem is NMC at the same time. Consequently, the algorithm determines which subsystems are currently NMC and only accumulates time for the system utilizing the time for the NMC subsystem that conforms to the established rules. Non Mission Capable Depot (NMCD) time is accumulated in the same way. NMCD aviation subsystem accumulated time is applied to the aviation system record as Partially Mission Capable Depot (PMCD).

9. **ULLS-A Interfaces and Telecommunications Capabilities**. ULLS-A exchanges data with other automated systems. These requirements to send data are called interfaces. Sometimes data is exchanged between the

interfacing systems; at other times, the data flows in only one direction. The interfaces may be either by telecommunications or floppy diskette transfer.

a. ULLS-A telecommunications capability uses either the tactical communications system employing Mobile Subscriber Equipment (MSE) or the garrison/commercial telephone lines. The ability to send data via tactical communications may be limited by the feasibility to gaining access to the MSE Small Extension Node (SEN). SENs provide tactical voice and data telephone service to brigade and battalion level commanders and staff. When ULLS-A access to tactical telephone service is required, your unit must provide the Tactical Terminal Adapters (TTA) for MSE interface and run the field wire (WF-16) to the SEN. When using garrison/ commercial telephone service, modems replace TTAs; installation dial central telephone systems replace field wire, junction boxes, and MSE equipment. Once tactical or garrison/ commercial telephone service is established, data can be sent in three ways, via the concentrator (Go-to-War), Point-to-Point or Combat Service Support Automated Information Systems Interface (CAISI) methods. ULLS-A processes are limited to garrison/commercial telecommunications: the Operational Supply Capability (OSC) and the Data Transfer between AVUM and the flight companies. The ULLS-A modem dials up the Defense Data Network Terminal Access Controller (DDN TAC) and establishes contact through Gateway.

(1) The Go-to-War communications method employs the concentrator. The concentrator supporting a typical aviation brigade is usually established at the material management center or the closest support battalion. It is a computer that serves to receive files sent by customers and hold them until the intended receiver calls in to it and receives files through BLAST file transfer. ULLS-A users must coordinate with the concentrator operator in advance to determine appropriate concentrator phone numbers, addresses and passwords. ULLS-A parameters must be sent correctly for concentrator use. All systems employing the concentrator must use BLAST communications. This method of communications requires an interface device, such as modem or TTA, and appropriate telephone service (garrison or tactical) between each computer and the concentrator.

(2) Point-to-Point allows a computer, such as ULLS-A or Tactical Army Combat Services Support Computer System (TACCS), to send files directly to another computer. Both computers must use BLAST. This method of communications requires an interface device, such as Hayes modem or TTA, and appropriate telephone service (garrison or tactical)

between the two computers. When send or receiving via Point-to-Point, users must coordinate in advance to determine appropriate phone numbers, and to ensure the receiving system is waiting in the BLAST receive mode.

(3) The CAISI process will allow the user to transmit and/or receive any file via garrison or tactical telecommunications devices directly to/from another computer using the BLAST protocol.

b. The following paragraphs detail the specific interface requirements and telecommunications capabilities within ULLS-A:

(1) ULLS-A at the flight company exchanges data daily with the ULLS-A system at Production Control (PC) in the AVUM. This is accomplished via commercial/garrison telephone line and modem. Tactical telecommunications is not available for this interface due to the forward deployment of the flight companies, lack of tactical telephone access, and limited availability to TTAs. As an alternate method of interface, floppy diskettes may be exchanged.

(2) The ULLS-A PC workstation sends AMSS rollup data to the brigade ULLS-A via floppy diskette. The data should be sent monthly, at the end of the reporting period, or upon request from the brigade. ULLS-A is capable of transmitting the data produced on diskette to brigade via Telecommunications Interface process. Through this two step process, telecommunications (garrison and tactical) is possible.

(3) The ULLS-A PC workstation exchanges maintenance status information and work order data daily with SAMS-1, the AVIM PC. This can be accomplished via telecommunications (garrison and tactical) or by floppy diskette.

(4) The ULLS-A workstation sends readiness status information and monthly readiness reports to SAMS-1 at the AVIM PC. This can be accomplished via telecommunications (garrison and tactical) or by floppy diskette.

(5) The ULLS-A Tech Supply (TS) workstation exchanges supply information daily. It passes requests to SARSS-1 at the AVIM and receives request status back. This can be accomplished via telecommunications (garrison and tactical) or by floppy diskette.

(6) The ULLS-A TS workstation exchanges supply information. It passes requests as required to the gateway and receives status, to be processed by OSC. This interface is only possible via modem and garrison/commercial telephone line.

(7) TS can send financial expenditure data as required to the ULLS-S4 primarily via floppy disk. Telecommunications (garrison and tactical) is possible via the concentrator or Point-to-Point.

(8) Automated Master File Updates may be sent as required on floppy disk from SAMS-2 or Aviation Missile Command (AMCOM). Any ULLS-A workstation can receive master file data. The Automated File update process accepts data only via floppy diskette. The Telecommunications Interface process may be used to receive the file from SAMS-2 or AMCOM and download it to disk for use with the Automated File Update.

(9) The following interfaces are via floppy diskette, and are provided only as required:

- Active Army units receive the Maintenance Master Data File (MMDF) from SAMS-2, while National Guard units receive this update direct from LOGSA.

- All units receive the Logistics Control File (LCF) direct from AMCOM.

- Any ULLS-A workstation can send the AMSS Commander's Statement to LOGSA by mailing the floppy diskette. This must be done monthly, at the end of the report period. Telecommunications is not to be used, as LOGSA is not setup to receive multifiles with the same name.

- Any ULLS-A workstation can send Crew Flight Data to a computer in Operations designed to process DA Form 759 (Aircrew Flight Records) via floppy diskette. This data will be provided as required by the command.

- Supply Catalog to ULLS-A TS workstation. This is by CD-ROM from LOGSA.

- Flight company catalogs from ULLS-A TS workstation sent to each flight company ULLS-A.

- Aircraft Transfers between AVUM and AVIM.

(10) Any ULLS-A can send any file to any other computer that is also using BLAST and also connected to the same communications network. The Telecommunications Interface process may be used to send or receive the file. Advance coordination is required between the ULLS-A and the other computer.

10. **Sage Database Inquiry (SDI)**. ULLS-A contains a powerful database query system called SAGE Database Inquiry (SDI). All information stored in ULLS-A, except for User IDs and Passwords, is accessible to any ULLS-A user through locally designed SDI reports. The SDI allows the user to search the database and, if desired, generate specialized reports. It enables the unit operator to create, save, and edit queries without the assistance of a programmer or extensive knowledge of the database structure. Once the operator has created his/her report, they can either display the information on the screen, print the report or create a file and copy it into a diskette.

11. **Data Transfer**. ULLS-A is a network of multiple computers within an aviation battalion. The Data Transfer process keeps all parts of the network up to date by exchanging information, in file format, between flight company systems and the AVUM. The Data Transfer process must run daily to synchronize the data. Data transfer may be performed via telecommunications (modem and commercial telephone line) or by an exchange of diskettes between flight companies and the AVUM.

12. **Data Transfer - Common Errors**. Because daily data transfer is extremely critical to the successful operation of ULLS-A, you should be aware of common problems that can occur with data transfer, most notably:

a. Unit fails to establish a SOP for unit Data Transfer procedures that ensures consistent, uninterrupted daily transfer of data.

b. User fails to perform daily transfer of ULLS-A data.

c. User fails to perform backup of data prior to Data Transfer.

d. User fails to properly label or protect diskettes.

e. User fails to establish a proper diskette filing system for archived log files.

f. User abnormally aborts out of the data transfer process.

g. User is unable to respond to error/problem situations that may occur. User fails to refer to the EM.

h. "HAYES" is not entered in the Modem Type field of the Hardware Parameters.

13. **Continuity of Operations Planning (COOP)**. ULLS-A has a high level of reliability in garrison and in the field. However, operating conditions make it inevitable that ULLS-A systems will be replaced and restored under field conditions. Army Regulation requires that every automated system be designed and operated in a manner that allows a unit to recover from battle field damage and other catastrophic failures. The planning and standing operating procedures that assist the unit with recovery are referred to as COOP. Every commander using Standard Army Management Information Systems (STAMIS), such as ULLS-A, is responsible to ensure that COOP plans are prepared and incorporated into unit SOP. Every ULLS-A user has a role in ensuring successful continuity of operations. COOP for ULLS-A requires daily backups created, labeled, and secured by operators. System support is needed to build replacement systems. ULLS-A administrators will assist system support and the unit in many ways to guide the successful restoration of unit data. After the systems are restored, ULLS-A operators should be directed to check the data and may be required to re-enter some data lost due to the timing of the failure. Commanders should ensure that COOP is considered and that adequate procedures are documented in the unit SOP. The ULLS-A administrator should be appointed as the commander's representative on matters related to COOP.

SECTION I
UNIT PARMETER FILE

The Unit Parameter File contains unit unique and regulatory information that affects the operation of ULLS-A. The information in this file must be current and updated when changes occur in the unit. Commanders should verify the information in the ULLS-A Unit Parameter File when they take command of a unit. At that time, the commander should also receive a unique User ID and password from the ULLS-A administrator. As a security measure, the commander's password is required to gain access to the parameters. This file contains ten sections that can be updated using the update option. These sections are:

1.1 **OSC Security Data**. This section contains the information necessary to interface with the Gateway. The data fields are:

- OSC Indicator - A "Y" in the "OSC Indicator" field indicates the unit is operating on OSC. An "N" indicates you are not operating on OSC.

- DDN TAC Phone Number - DDN TAC Phone Number is your DNN TAC phone number.

- DDN Address - Your DDN address is alpha/numeric and cannot exceed 15 positions.

- TAC Login - Your TAC Login is also alpha/numeric and cannot exceed 16 positions.

- Gateway LOGIN - Your Gateway LOGIN is alpha/numeric and cannot exceed 14 positions.

- Number of days OSC transactions will be held before being returned to the Supply Transaction file - The OSC days are the maximum number of days the transactions are held pending receipt of status from the gateway.

A note on Gateway - If your unit is utilizing the services of OSC, the ULLS-A system uses a modem/telephone data link to establish direct communications with Gateway. This process is activated at the TS workstation on the LAN (AVUM or AVIM) when the operator selects either the Send Transactions or the Send Transactions/Receive Transactions options. The modem automatically dials into DDN systems and establishes a data link with Gateway in preparation to transfer a file to Gateway. Gateway acts like a message center, converting the protocol, storing the file, and forwarding the message to OSC at the next opportunity.

1.2 **Supply Support Data**. This section contains information on your unit's Supply Support Activity. The data fields in this section are:

- Class IX maximum price - Any Class IX repair parts request that has an extended price that is equal to or greater than the value entered will be written to the Commander's Exception Report.

- Class IX common repair parts Direction Support Unit (DSU)

- Class IX aircraft repair parts DSU

- Class IX missile repair parts DSU

- National Guard/Army Reserve Depot Level Repairable

The DSU indicator codes are assigned by the command and are used to separate Class IX transactions for the appropriate DSU. ULLS will create separate diskettes for each DSU as required. See Appendix F of the ULLS-A EM for a list of suggested codes.

1.3 **Unit Descriptive Data**. This section contains information on your unit's designation and location. The data fields in this section are:

- Commander's Name
- Unit Name
- Post Address and Building
- City, State, and Zip Code
- Phone Number

1.4 **Maintenance Support Site Data**. The information in this section pertains to your DSU's identification and location. This information is printed on your maintenance requests. The data fields in this section are:

- DSU Name
- Address and Bldg Number
- City, State, and Zip Code
- Phone Number
- Level of Maintenance Authorized
- UIC of the Support Activity

1.5 **Army Oil Analysis Program (AOAP) Data**. This section contains the following AOAP information that is printed on the AOAP requests.

- Unit Major Army Command (MACOM)
- Unit AOAP POC
- Oil Lab Name

- Address and Bldg Number
- City, State, and Zip

1.6 **Unit Parameters**. This section contains data that is used by the system when processing Parts Requests, Work Requests, assigning Organizational Work Order Number (ORGWONS), archiving files and performing AMSS related functions. The data fields are:

- FAD - Enter your Force Activity Designator (FAD) IAW unit Modified Table of Organization and Equipment (MTOE).
- Unit Dispatcher - This field is needed in ULLS-G only. It is not a mandatory field and can be left blank.
- Work Order Number - This field is used by ULLS-A to obtain the next available sequence number.
- Work Order Number Year - This field is the last digit of the current year, e.g. 4 for 1994. Update this field on the first work day of each new year.
- Maintenance Work Order for Archives - This field is used to establish the minimum number of months that maintenance work orders will be kept in the system before they may be archived.
- AMSS Report Date - This field is used to establish the end of the report period. Once a date is entered, the system will automatically update this field when the End of Report Period process is executed.
- AMSS Reporting Unit Identification Code (UIC) - This field is used for AMSS reporting. Enter the UIC of your organization.
- AMSS Reporting UIC Location - Enter the location of your AMSS reporting UIC.
- AMSS Report UIC Name - Enter the name of your AMSS reporting UIC.

- Service Designation Code - This field is used to determine the control period and formula used to make computations relating to PLL stockage authorizations. Valid codes are A = Active Army and R = Reserve components.

- Location Code - This field is used in conjunction with the IPD to specify expedited handling is required for Class IX requests. Valid codes are A = CONUS and B = OCONUS.

- Utilization Code - This field is used to determine the specific use of the equipment and is reported on the DA Form 2408-9. Valid codes can be found in the EM. All Active Army units use a code of 0 (zero).

- Fund code - This field is not mandatory, but if used, it must be a two position alpha/numeric code. This code is used when funding has been approved for a specific project. This code will be written to all Class IX Request Transactions.

- Default AVUM UIC - Enter the UIC of your supporting AVUM.

- Fault Archive Parameter - This field is used to determine how long (in months) the closed faults will be maintained in the system before being archived to diskette. As a minimum they must be maintained for six months. Valid entries are 6 through 99.

- Fault Archive Parameter - This field is used to determine how long (in months) the aircraft flight records will be maintained in the system before being archived to diskette. As a minimum they must be maintained for six months. Valid entries are 6 through 99.

- AMSS Archive Parameter - This field is used to determine how long (in months) the AMSS data will be maintained in the system before being archived to diskette. AMSS data should be archived monthly. Valid entries are 1 through 99, however, the normal entry

will be 1. This field must be the same for all the UICs within the battalion or AMSS will not work.

- Is this the Brigade - This field is used to determine how the ULLS-A system will be configured for AMSS Rollup Reports. Valid entries are "Y" for Yes and "N" for No. This field should be a "Y" only for the system designated for use at the Brigade level to rollup AMSS Data. In the Brigade ULLS-A, only the parameter record for the brigade UIC should contain a "Y" in this field. All other parameter records contain an "N".

1.7 **Supply Parameters**. This section contains information pertinent to document serial number range, follow-up criteria, DCR purge criteria and bench stock costs. The data fields are:

- Beginning Serial Number - This field is used to assign the serial number to supply document numbers. Valid entries are between 0001-9999.

- Ending Serial Number - This field is used to establish the last serial number in the range of document numbers. When this value is reached, you will be informed and given an option to increase this value. Valid entries are between 0001-9999.

- Current Sequence Number - This field is designed to inform the user of the current document serial number.

- Number of days before follow-up on priority 01 to 08 requests - Valid entries are between 9-99.

- Number of days before follow-up on priority 09 to 15 requests - Valid entries are between 30-99.

- Frequency, in days, at which records will become eligible to be purged from the DCR (Days) - Valid entries are 1-90.

- Date of Last Purge - The system will automatically update this field when the DCR purge process is executed.

- AVUM Indicator - This field is used to indicate whether the unit has its own PLL. Valid entries are "C" or "O". Enter "C" for a flight company that does not have a PLL. Laptop computers employed at AVUM or AVIM for organic and float aircraft will have an AVIM Indicator of C. Enter "O" when entering parameters on the LAN at AVUM and AVIM units that have a TS.

- Highlight Bench Stock Price - This field is used to inform the commander when an item on the Bench Stock List meets or exceeds this dollar amount.

- Maximum Bench Stock Price - This field is used to establish the maximum dollar amount for bench stock items. Any item exceeding this value cannot be placed on bench stock.

1.8 **Demand/Interface Parameters**. This section identifies key parameters for other STAMIS your unit may interface with. The data fields are:

- Outgoing Phone # - This field is only used for Data Transfer process. Enter the number of the modem at the AVUM LAN.

- Data Transfer ID - This field is used for data transfer. The transfer ID must be unique for each system.

- DSU ID - Standard Army Retail Supply System (SARSS) DSU M - The DODAAC or UIC for the supply support activity that supplies missile commodity repair parts. This data will be used during interface with SARSS.

- DSU Address - SARSS DSU M - The message address for the missile repair parts supply support activity. Usually entered in lower case letters.

- DSU ID - SARSS DSU C - The DODAAC or UIC for the supply support activity that supplies common commodity repair parts. This data will be used during interface with SARSS.

- DSU Address - SARSS DSU C - The message address within the concentrator for the common repair parts supply activity. Usually entered in lower case letters.

- DSU ID - SARSS DSU A - The DODAAC or UIC for the supply support activity (AVIM) that supplies aviation commodity repair parts. This data will be used during interface with SARSS.

- DSU Address - SARSS DSU A - The message address within the concentrator for the aviation repair parts supply support activity. Usually entered in lower case.

- DSU ID - SAMS DSU - The DODAAC or UIC for the AVIM support activity. This data will be used during interface with SAMS-1.

- DSU Address - SAMS DSU - The message address within the concentrator for the AVIM support activity. Usually entered in lower case.

- DSU ID - AMSS DSU - The DODAAC or UIC for the AVIM support activity. The AMSS interface is found within the SAMS-1 at your supporting AVIM. This data will be used during interface with SAMS-1.

- DSU Address - AMSS DSU - The message address within the concentrator for the AVIM support activity. . Usually entered in lower case.

- This Unit's Concentrator's ID - The ID for this ULLS-A system that has been entered at the concentrator. Usually entered in lower case.

- Concentrator Phone # Field - In this field you will enter the phone number to call the concentrator that supports your location. This may be a tactical or commercial phone number.

- SARSS Indicator Code - Valid entries are "0" for SARSS Objective and "1" for SARSS Interim.

- SAMS Indicator Code - This field is used by the system to determine whether a SAMS Transaction diskette will be required. Valid entries are "0" = no SAMS Interface or "1" = SAMS Interface.

- S4 Indicator - Valid entries are "Y" and "N". Enter "Y" if ULLS-S4 interface by diskette is required for update of budget data.

- Telecomm Indicator - Valid entries are "G", "P", and "C". Enter "G" when using the Go-to-War (concentrator) method. Enter "P" when using the Point-to-Point method. Enter "C" for CAISI.

- SARSS PTP PH# - Enter the telephone number to the SARSS modem or TTA.

- SAMS PTP PH# - Enter the telephone number to the SAMS modem or TTA.

- SEQ - Counts data transfers until it reaches 99 and begins anew.

- CAISI PH# - In this field enter the CAISI phone number.

- Sending PH# - In this field enter the sending phone number for CAISI.

- AMSS TPN - Must be filled in for CAISI to transmit Blast protocol to AMSS.

- SARSS TPN - Must be filled in for CAISI to transmit Blast protocol to SAMS1.

- UNIT TPN - Must be filled in if CAISI is selected in order to transmit Blast protocol to SARSS1.

1.9 **Hardware Parameters**. This section contains information pertinent to your ULLS-A hardware configuration. The data fields are:

- Program Files on Drive - Indicate where the program fields reside. This will be the "C" drive.

- Data Files on Drive - Indicate where the data files reside. Normally this will be on "C" drive for a Flight Company or brigade system. For a workstation on the LAN, this will be the "T" drive.

- Default Floppy Drive - Indicate the letter designation of the floppy drive you usually use. Either "A" or "B".

- PCMCIA Hd Card - Indicate the drive letter for the PCMCIA hard drive card. Valid entries are "D" through "Z".

- Tape Drive/Software - Indicate the name and version of the software you are using for the tape drive.

- Printer Name - Indicate the type printer that is installed on your system.

- Workstation ID - Indicate a unique workstation ID for your system.

- Video Adapter - Indicate the type video card that is installed in your system, e.g. VGA, EGA, or CGA.

- Communications Port - Indicate the communications port in use by the telecommunications device e.g. modem, TTA or line driver.

- Baud Rate - Indicate the baud rate for your telecommunications device.

- Modem Type - Enter the type of telecommunications device used with all processes using BLAST. Valid entries include AT (modem), HAYES (modem), TTA (tactical terminal adapter), and NONE (line driver).

- Local CD-ROM - Valid entries are "Y" or "N". Enter "Y" if CD-ROM hardware is available.

- FEDLOG Drive(s) - Indicate where the CD-ROM is active. This will usually be "D".

1.10 **PLL Parameters.** This section establishes the criteria used in managing the unit's Prescribed Load List (PLL). The commander can approve PLL parameter changes.

- Average Customer Wait Time - Valid entries are between 1-99 however, 15 and 30 are prescribed for use by the Active Army and Reserve components, respectively. This figure represents the average time in days required for the DSU to satisfy customer demands. The entry in this field is used in PLL stockage level computations.

- Number of Demands - Enter the number of demands required to qualify parts for stockage within a review period. The stockage criteria for PLL stocked lines/items is three demands in a 180-day period for active army and 360 days for national guard.

- Demands to Retain - Enter the number of demands required to retain parts on the PLL. The stockage criteria for PLL stocked lines/items is one demand in a 180-day period for active army and 360 days for national guard.

- Maximum PLL Lines - Enter the number of demand supported PLL lines your unit will stock. The maximum lines for aviation is 300.

- Maximum DI Lines % - The percentage of diagnostic items your unit will stock not to exceed 10 percent.

- Allow Impl Lines - If your MACOM is USAISC, USARSPACE, INSCOM, USAMEDCOM or you are a missile unit in the Army Reserve/National Guard, enter "Y" and press <ENTER>. If none of the above

fit your type of unit then enter “N” and press <ENTER>.

- Review Period (DAYS) - Enter the number of days in your review period either 90 or 180.

SECTION II

SAMPLE REPORTS

This section is divided into two parts: Part I - Management Tools and Part II - AMSS Reports.

2.1 Part I - Management Tools

2.1.1 **Component Projection Report**. This report provides information on time change (DA Form 2408-16 tracked) components that will be due for replacement within a user specified number of aircraft flying hours.

SOURCE: Production Processes, Maintenance Reports. Option 1, Component Projection Report.

FREQUENCY: Daily/As Needed.

PURPOSE: To provide the user a list of components that will be due replacement within a flight hour range.

DISPOSITION:Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to project the number of aircraft hours available until component replacement is required

2408-16 COMPONENT PROJECTION REPORT

PCN: AWAMR16A

REPORT PERIOD: 11-DEC-92 UIC: WCMFA0

AIRCRAFT SERNO: 7120719 CURRENT H OURS: 460.8 ENGINE 1 HOURS : 00460 ENGINE 2 HOURS: 00460

PROJECTED HOURS: 150

WUC	PART NUMBER	NSN	NOMENCLATURE	SERIAL NUMBER	TBO HRS	REMAIN	ENG
04A02B09	6044T94002	2840011406734	STAGE TWO AFT COOLING	PLA HAACZ799	600.0	139.2	

2.1.2 **Inspection Projection Report**. This report is similar in purpose to the component projection report. Information on recurring inspections that will become due within specified projected frequency intervals can be identified automatically. Projections can be identified for all frequency intervals; days, hours, rounds, cycles (used only for aircraft with retractable land gear), starts #1 (for engine #1), and starts #2 (for engine #2). This report is extremely useful when planning missions spanning several days to prevent overflight of required inspections during the mission.

SOURCE: Production Processes, Maintenance Reports. Option 2, Inspection Projection Report.

FREQUENCY: Daily/As Needed.

PURPOSE: To provide the user a list of inspections that will be due during a specific range of days, hours, rounds, land gear cycles or engine starts.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to identify inspections projections due by aircraft.

2408-18 PROJECTED INSPECTIONS REPORT

REPORT DATE: 10-OCT-93
AIRCRAFT SER NO: 8601658 CURRENT HOURS: 938.8 UIC: WCMFD0
PROJECTIONS:
DAYS: 25 HOURS: 25.0 ROUNDS: 5000 CYCLES: ____ STARTS #1: _____ STARTS #2: _____

INSP NUMBER	DESCRIPTION OF INSPECTION	NEXT DUE	LAST COMPLETED	INSPECTION FREQUENCY
A16	DAILY INSP + ENG RUN FOR EACH 14 DAYS OF INACTIVITY	17-OCT-93		14D
A20	INSPECT #1 GENERATOR HOUSING FOR CRACKS OR OIL LEAKAGE	7942.6H		10H
A21	INSPECT #2 GENERATOR HOUSING FOR CRACKS OR OIL LEAKAGE	4942.8H		10H
A40	#1 ENGINE OIL SAMPLES	7953.8H		30H
A40	#2 ENGINE OIL SAMPLES	7953.8H		30H
A44	FWD TRANSMISSION OIL SAMPLES	7953.8H		30H
A44	AFT TRANSMISSION OIL SAMPLES	7953.8H		30H
A47	#1 ENG MECHANICAL TRANSMISSION OIL SAMPLES	7953.8H		30H
A48	#2 ENG MECHANICAL TRANSMISSION OIL SAMPLES	7953.8H		30H
A49	ENGINE COMBINING TRANSMISSION OIL SAMPLES	7953.8H		30H
A50	ENGINE TRANSMISSION WARNING SYSTEM	7953.8H		30H
A51	INSP #1 ENG D/S COUPLING AREA/PERFORM BOLT RETORQUE	7953.8H		30H
A52	INSP #1 ENG D/S COUPLING AREA/PERFORM BOLT RETORQUE	7953.8H		30H

2.1.3 **Open Fault Detail**. This report will provide a consolidated listing of current open faults for a selected aircraft serial number. The number of days each fault has been open is also shown.

SOURCE: Production Processes, Maintenance Reports. Option 4, Open Fault Detail.

FREQUENCY: Daily/As Needed.

PURPOSE: To provide a detail listing of all open faults against the aircraft assigned to the unit.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to allocate resources to correct faults against the aircraft.

DETAIL OF OPEN FAULTS REPORT

REPORT DATE: 10-JUL-93 AIRCRAFT SER NO: 8123590 AIRCRAFT MODEL: UH-60A UIC: WDUVA0

FAULT DATE	NO	SYS CDE	STATUS	FUN GP	DAYS OPEN	REASON DELAYED	FAULT DESCRIPTION
24-MAR-93	5	A	X	08	128		BOTH HSIS INOP RESTRICTED FROM IMC FLIGHT
04-MAY-93	7	A	X	19	87		DOPPLER MEM/MAL LIGHT NOT NVG COMPATIBLE ACFT
04-JUN-93	1	A	X	10	56		UHF RADIO DOES NOT TRANSMIT
18-NOV-92	1	A	-		254		REPLACE OF M/R BLADE EXPANDABLE PINS P/N 70103-
05-MAR-93	1	E	-	19	147		MOC REQ FOR INSTALLATION OF R/H GUNNERS ICS BOX
23-MAR-93	1	A	-	17	129		MOC FOR REPLACEMENT OF COMPASS CONTROL BOX
11-JUN-93	3	A	-		49		INSP A100#1 ENGINE HISTORY RECORDER READING DUE
11-JUN-93	4	A	-		49		INSP A101#2 ENGINE HISTORY RECORDER READING DUE
11-JUN-93	5	A	-		49		INSP A642-CARGO HOOD CARTRIDGE REPLACEMENT
07-APR-93	6	A	/		114	WO# DUVA03300172	FM#2 TRANSMITS CONT WHEN YOU SELECT FREQ
26-APR-93	3	A	/		95	WO#DUVA03300170	FLT2 PILOTS & CO-PILOTS RADAR ALTMTER INTERMIT
25-MAY-93	10	A	/	19	66		REMOVED RADIO SET AN/ARC-114 FM#2
14-JUN-93	1	A	/	02	27	REPLACEMENT DE-FERRED UNTIL PHASE AT 2000	TAIL PYLON STEP SPRING INOP

2.1.4 **Phase Flow Chart**. A graphic sliding bar graph chart will be produced by selected UIC and aircraft model by phase interval. Each aircraft within the selected parameters will be shown with its current hours and hours remaining to phase inspection. Ideal and actual maintenance available bank time will be automatically calculated and shown.

- Ideal bank time = Number of assigned aircraft x phase interval ÷ by two.
- Actual bank time = Total hours remaining to phase for all assigned aircraft.

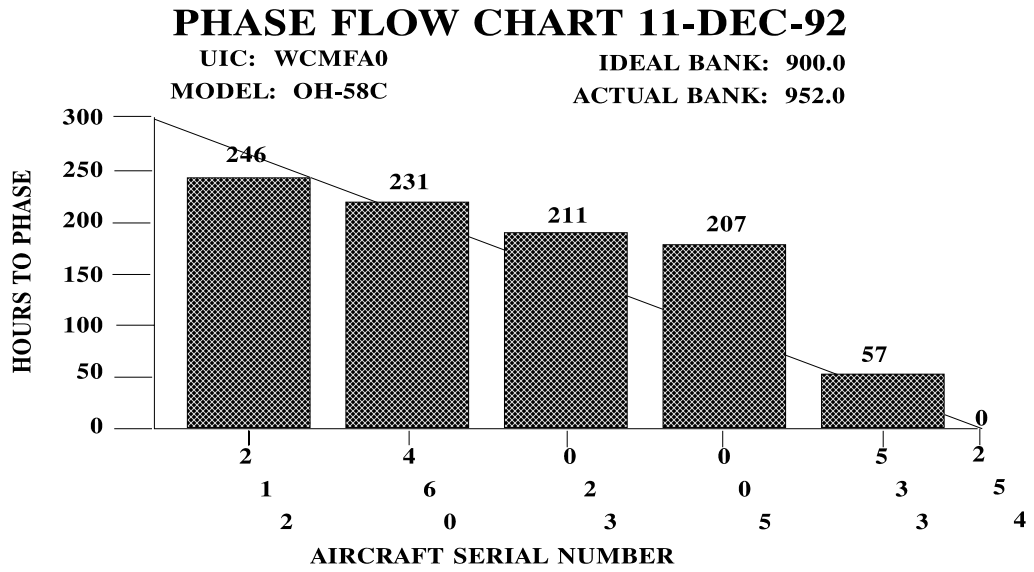
SOURCE:
Production Processes, Maintenance Reports. Option 8, Phase Flow Chart.

FREQUENCY: As Needed.

PURPOSE: To provide a pictorial view of the aircraft usage (Flight Hours).

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used as a planning tool for scheduling maintenance based on flight mission activity.


PHASE FLOW CHART 11-DEC-92
UIC: WCMFA0
MODEL: OH-58C
IDEAL BANK: 900.0
ACTUAL BANK: 952.0
HOURS TO PHASE
300
250
200
150
100
50
0
246
231
211
207
57
0
AIRCRAFT SERIAL NUMBER

2.1.5 **Aircraft Status Report**. A brief report of current aircraft status for selected UIC will be produced. Only the most serious fault status symbol will be shown with one representative fault for that status depicted. All document register information will also be listed for each NMC aircraft shown.

SOURCE: Production Processes, Maintenance Reports. Option 9, Aircraft Status Report.

FREQUENCY: Daily/As Needed.

PURPOSE: To provide a report of the current NMC status of the units aircraft.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used as a daily status report of the units aircraft for the unit managers.

AIRCRAFT STATUS REPORT PCN: AWAMRSTA

REPORT DATE: 21-DEC-02 UIC: WCMFA0

AIRCRAFT STATUS & DATE	AIRCRAFT SERIAL NO	AIRCRAFT MODEL	ACFT HOURS	HRS TO PHASE	REASON NOT MISSION CAPABLE	MAINT LEVEL
⊗24-NOV-92	7120719	AH-1F	4006.0	133.6	AIRCRAFT STATUS CHANGE CAUSED BY FAULT	

DOCUMENT NUMBER	NOUN	QUANTITY DUE IN	QUANTITY REC	STATUS CODE	STATUS DATE	REQUEST PRIORITY
WK4K6623140002	PIN,COTT	00010	00000			12
WK4K6623140001	PIN,COTT	00010	00000			05
WK4K6623450001	SWITCH,T	00001	00000			05
WK4K6623160511	SWITCH,P	00002	00000			12
WK4K6623150501	SWITCH,P	00010	00000			12
WK4K6623080001	SWITCH,T	00100	09999	BB	92312	12
WK4K6623290001	POWER SU	00010	00000			02

24-NOV-92	8800254	AH-64A	4200.0	01.0	TBO FOR LEAD LAG DAMPER
18-DEC-92	9000000	AH-64A	18.8	231.2	NO OPEN FAULTS EXISTS FOR THIS AIRCRAFT
18-DEC-92	9000005	AH-64A	288.6	207.9	NO OPEN FAULTS EXISTS FOR THIS AIRCRAFT

2.1.6 **Commander Status Report**. This report will provide a 3 part current snapshot of aircraft availability and non-AMSS status for mission planning purposes. Although identified as the Commander Status Report at the ULLS-A menu this report is appropriately titled Aircraft Availability/Status Summary Report and is an invaluable management tool at all levels. This report is user tailored at each printing for selective UIC's and aircraft models although limited by the availability of data within the computer producing the report. The report produced at the flight company will only compile and depict data of only one aircraft per computer. The report produced at the AVUM production control may be tailored for all or selected UIC's and aircraft models controlled by that AVUM and contained within that computer. The numbers (#) and percentages (%) depicted in parts 1 and 2 reflect only the current aircraft model status not cumulative status (FMC, PMC, NMCS, and NMCM) vs the number of that model aircraft on hand, calculated at the time the report is produced and are not cumulative AMSS percentages.

- Part 1 is a unit summary by aircraft mission, design and series, (MDS) for each UIC.
- Part 2 is a consolidated MDS summary.
- Part 3 is a detailed condition status summary for each serial number aircraft within the UIC and models is selected. Each aircraft is listed with its current mission capable (MC) status, (FMC, PMC, NMCM, NMCS); depict consecutive days down since its last FMC or PMC status. All NMC faults (X status symbol) are listed with requested repair parts and any open maintenance work request information shown with current status. Remarks may be annotated at the end of the report at the time it is produced and inked after. The calculations of the report are compiled when the report produced.

SOURCE: Production Processes, Maintenance Reports. Option A, Commander Status Report.

FREQUENCY: Daily/As Needed.

PURPOSE: To provide the user current status of the aircraft.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to depict current detailed status of the unit and/or battalions aircraft for the commander.

AIRCRAFT AVAILABILITY/STATUS SUMMARY REPORT

UNIT NAME: 159TH AVN REGT **BATTALION/REPORTING UIC: WCMFAA**

REPORT DATE/TIME: 16-JAN-92 (2016)/14:45:51

(CAUTION: This report only includes current aircraft status as of this date. It can't be compared to any AMSS report!)

PART 1: UNIT SUMMARY

UNIT UIC	TYPE ACFT	--AIRCRAFT-- REQ	AUTH	O/H	FMC #	FMC %	PMC #	PMC %	NMCS #	NMCS %	NMCM #	NMCM %
WCMFAO	H-64A	2	2	2	0/	.00	1/	50.00	0/	.00	1/	50.00

(CAUTION: This report only includes current aircraft status as of this date. It can't be compared to any AMSS report!)

PART 2: MODEL DESIGN SERIES (MDS) SUMMARY

UNIT UIC	TYPE ACFT	--AIRCRAFT-- REQ	AUTH	O/H	FMC #	FMC %	PMC #	PMC %	NMCS #	NMCS %	NMCM #	NMCM %
ALL	AH-64A	2	2	2	0/	.00	1/	50.00	0/	.00	1/	50.00

(CAUTION: This report only includes current aircraft status as of this date. It can't be compared to any AMSS report!)

PART 3: CURRENT AIRCRAFT SUMMARY

UNIT UIC	TYPE ACFT	ACFT S/N	MC STATUS	DAYS DOWN	STATUS		FAULT/WORK ORDER/PART REQUEST INFORMATION	
WCMFA0	AH-64A	8800254	PMC		E	X	11-JAN-92/3	AN/ARC-186 WILL NOT TRANSMIT
						C	2-JAN-92	CMFA02200001
		001212	NMCM	9	A	X	04-JAN-92/1	INSP A 10-AUXY POWER UNIT (APU) R UN UP
						C	11-JAN-92	CMFA0220009

REMARKS: REFLECTS CHANGED TIME FOR SUPPORT MAINTENANCE

2.1.7 **PC/Backlog Status Report**. This report is a production control management tool showing the overall distribution of maintenance work request workload for a selected calendar period. Work request information is listed by shop code with related status and age.

SOURCE: Production Processes, Operation Reports. Option B, PC/Backlog Status Report.

FREQUENCY: Daily/As Needed.

PURPOSE: To provide current status of maintenance work requests.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: To determine historical trends in maintenance activity, excessive workload and identify future workload.

PREPARED: 13-DEC-91 PRODUCTION/BACKLOG STATUS REPORT PCN: AWAMRPBS

REPORT PERIOD FROM DATE: 01-SEP-91 TO DATE: 13-DEC-91

UIC SUPPORT UNIT NAME SUPPORT
WCMFDO D CO 159TH AVN REGT

SHOP CD	BEG BAL	WO REC	WO COMP	WO OH	AVIAT INSP	AWAIT SHOP	IN SHOP	DEF ___	NMCS _____	ALL OTHER	BACKLOG AGE 0-30	31-60	61-90	OVER 90
A	0	1	1	0	0	0	0	0	0	0	0	0	0	0
E	1	1	0	1	0	1	0	0	0	0	1	0	0	0
M	1	1	0	1	1	0	0	0	0	0	1	0	0	0
OVERALL TOTALS														
	2	3	1	2	1	1	0	0	0	0	2	0	0	0

2.1.8 **Summary Report - Ammo Usage**. This report provides a consolidated summary of ammunition expended by type of ammunition or a selected UIC and designated report period. This report is a useful tool for forecasting ammunition requirements.

SOURCE: Production Processes, Operation Reports. Option 1, Summary Report Ammo Usage.

FREQUENCY: As Needed.

PURPOSE: To provide ammunition usage report.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used as a record of historical usage for forecasting ammunition requirements.

SUMMARY REPORT FOR AMMUNITION USAGE PCN: AWAARUSE

REPORT PERIOD FROM: 01-SEP-91 TO DATE: 13-DEC-91 REPORT DATE: 13-DEC-91

UIC: WCMFA0

UNIT TOTALS:

7.62MM	20MM	30MM	40MM	ROCKETS	TOW	HELLFIRE	STINGER
0	1050	0	00	0	2	0	

2.1.9 **Summary Report Aircraft Operations**. This report provides a consolidated summary of aircraft usage for a selected UIC including: fuel expended, passengers carried, internal and external cargo carried, aircraft hours, landings and autorotations for the designated report period.

SOURCE: Production Processes, Operation Reports. Option 2, Summary Report Aircraft Operations.

FREQUENCY: As Needed.

PURPOSE: To provide an operational aircraft usage and flying hour report.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used as a record of historical mission and flight hours activity.

SUMMARY REPORT FOR AIRCRAFT OPERATIONS PCN: AWAARSUM

REPORT PERIOD FROM: 01-APR-93 TO: 15-MAY-93 REPORT DATE: 30-JUL-93 UIC: WDUVA0

AIRCRAFT SER NO.	AIRCRAFT MODEL	FLIGHT HOURS	LANDINGS STD	LANDINGS AUTO	PASSENGERS CARRIED	LOAD/CARGO INTERNAL	CARRIED EXTERNAL	FUEL USED
8123590	UH-60A	25.7	77	0	33	4000	4000	1713
8223686	UH-60A	14.2	48	0	3	0	0	2095
8223761	UH-60A	24.7	48	0	51	6500	0	515
8624498	UH-60A	21.7	42	0	20	0	0	151
8624554	UH-60A	1.5	6	0	0	0	0	721
8826019	UH-60A	3.0	7	0	0	0	0	0
8826052	UH-60A	3.7	19	0	0	0	0	1656
8826053	UH-60A	42.6	91	0	7	0	0	9535
8826063	UH-60A	20.6	81	0	4	0	2000	6434
8826067	UH-60A	15.1	68	0	24	0	150	2365
8826068	UH-60A	6.7	42	0	0	0	0	2446
8826072	UH-60A	2.8	14	0	0	0	0	2928

TOTALS

FLIGHT HOURS	LANDINGS STD	LANDINGS AUTO	PASSENGERS CARRIED	LOAD/CARGO INTERNAL	CARRIED EXTERNAL	FUEL USED
182.3	543	0	142	10500	17500	30559

2.1.10 **Commander's Exception Report**.

SOURCE: Request Processes - Commander's Exception Report Option.

FREQUENCY: Daily, prior to running Send Transactions to Source of Supply (SOS) for Commander's approval of all supply transactions.

PURPOSE: To provide a listing of high priority and/or high value items and includes the Commander's Financial Transaction Listing showing the daily expenditures.

DISPOSITION: Report must be signed by the commander and kept on file for two years. The DSU may require a signed copy of the report for their files prior to processing unit supply transaction diskette(s). Refer to your local SOP for processing procedures.

MANAGEMENT APPLICATIONS: The commander must review and initial before daily transactions are sent to DSU. Any request not approved by the commander can be canceled before transactions are sent to the DSU. Used to determine if daily expenditures are within budget guidelines.

DATE: 31-DEC-91 COMMANDER'S EXCEPTION REPORT

DOCUMENT NUMBER		DESCRIPTION	AIRCRAFT MODEL/SERIAL		QTY	PRI	EXTENDED PRICE	INITIAL
W6NOT	13651000	BEARING	OH-58C	7212433	00001	03	$ 45.99	----------
W36NOT	13651005	SERVOCYL	PLL	PLL	00001	13	$3439.00	----------
W36NOT	13651006	SERCOCYL	OH-58C	7212433	00002	13	$6878.00	----------

_____
COMMANDER'S SIGNATURE

DATE: 31-DEC-91 COMMANDER'S FINANCIAL TRANSACTION LISTING

DOCUMENT NUMBER		DESCRIPTION	AIRCRAFT MODEL/SERIAL		QTY	PRI	EXTENDED PRICE
W36NOT	13651000	BEARING	OH-58C	7212433	00001	03	$45.99
W36NOT	13651001	HANGER, AS	CH-47D	8601658	00001	13	$389.49
W36NOT	13651002	HANGER, AS	CH-47D	8654822	00001	13	$389.49
W36NOT	13651003	HANGER, AS	CH-47D	8678438	00001	13	$389.49
W36NOT	13651004	HANGER, AS	CH-47D	8602853	00001	13	$389.49
W36NOT	13651005	SERVOCYL	PLL	PLL	00001	13	$3,439.00
					GRAND TOTAL:		$5,042.95

2.1.11 **Demand Analysis Report**.

SOURCE: PLL Demand Analysis Option.

FREQUENCY: IAW DA PAM 710-10-2, recommended once per month.

PURPOSE: To provide a listing of changes and recommended changes to the PLL based on analysis of recorded demand data.

DISPOSITION: Dispose of when no longer required.

MANAGEMENT APPLICATIONS: Used as a guide for adding to and deleting items from the PLL. Indicates PLL lines with authorized quantity changes based on demands.

DATE: 24-DEC-91 DEMAND ANALYSIS REPORT FOR DODAAC: W36NOT

NIIN	NOUN	STK UI CD	CURRENT AUTH QTY	REMARKS	NEW AUTH QUANTITY
000050442	PIN COTT	HD	NS 0	ADDITION CANDIDATE	9
00007766	SWITCH,P	EA	DS 10	AUTH QTY DECREASED TO:	9
0000139587	CONNECTO	EA	DS 5	STOCK CODE CHANGE TO DS	5
0000142038	SERVOCYL	EA	DS 1	AUTH QTY INCREASED TO:	2
000191506	CHAIN AS	EA	DS 5	DELETION CANDIDATE	5
000642374	FUSE,CAR	EA	DS 0	PLL LINE DELETED	0

2.2 **Part II -AMSS Reports**.

2.2.1 **Rollup By UIC (Unit)**. This report will consolidate by UIC, all reportable aircraft/weapon systems and subsystems that have accumulated any NMC/PMC time from the beginning of the report period until the time the process is executed. The report reflects the report period start and end dates, the unit name and location, and the report date, which is the date and time the report was generated. The "date range" portrayed on the report, is from the sixteenth (16th) of the month at 0001 hours to the current date and time. NMC hours and NMC percentages are displayed or printed for all reportable aircraft and subsystems within the selected UIC. In addition, the report provides the total hours and percentages for PMC time, FMC time and Mission Capable (MC) time for each aircraft and subsystem, rolled up by EIC.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports, Rollup by Reporting UIC? No.

FREQUENCY: Review Weekly

PURPOSE: Provides a Rollup of NMC time for all reportable Aircraft and subsystems.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to explain NMC time by End Item Code (EIC). Provides FMC, PMC, MC, and NMC percentages by EIC for the unit.

ARMY MATERIAL STATUS SYSTEM
(AMSS)
ROLLUP BY UIC (UNIT)

REPORT PERIOD: 16-NOV-92 - 15-DEC-92
DATE RANGE: 16-NOV-92 - 10 DEC-92
REPORT DATE/TIME: 10-DEC-92 - 14:03:13
UIC: WCMFA0
UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN
FORT EUSTIS, VA 23604

NOMENCLATURE	EIC	MOD	WPN EIC	AUTH	O/H	POSS HRS	AVAIL HRS	------G NMCS	--------- NMCM	----PT NMCS	--------- NMCM	------- PMCS	--------- PMCM	-------- PMCS	--------- PMCM	NMCD	PMCD	NMCE	PMCE	FMC%	PMC%	MC%	NMC%
HELICOPTER ATTA		AH-1F	RAF	1	1	720	335	384	1											46.5	-------	46.5	53.5
HELICOPTER ATT	RAF	AH-1F	RAG	1	1	720	335	384	1											46.5	------	46.5	53.5
HELICOPTER ADV			RHA	6	6	4416	3354		88		141	8	582			243				76.0	13.4	89.3	10.7
DIRECTION FIND	JDH	AN-ARN	RHA	-----	5	3600	301D	8	582											83.6	------	83.6	16.4
HELICOPTER ADV	RHA	AH-61A	RHA	6	6	4320	3848		88		141					243				89.1	---	89.1	10.9

2.2.1.1 **Rollup By Reporting UIC**. This report will consolidate by the reporting UIC, all reportable aircraft and subsystems that have accumulated any NMC/PMC time from the beginning of the report period until the time the process is executed. The report reflects the report period start and end dates, the unit name and location and the report date. The "date range" portrayed on the report, is from the sixteenth (16th) of the month at 0001 hours to the current date and time. NMC hours and NMC percentages are displayed or printed for all reportable aircraft and subsystems within the reporting UIC (Battalion). In addition, the report provides the total hours and percentages for PMC time, FMC time and MC time for each aircraft system and subsystem, rolled up by EIC.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports, Rollup by Report UIC? Yes.

FREQUENCY: Review Weekly/Monthly

PURPOSE: Provides a rollup by reporting UIC of all NMC time for reportable aircraft and subsystems. This process should be executed prior to the "End of Report Period" process. The report can assist the unit in their calculations for the Unit Status Report (USR).

DISPOSITION: Dispose of when no longer needed or IAW unit SOP.

MANAGEMENT APPLICATIONS: Used to show NMC time by End Item Code (EIC). Provides FMC, PMC, MC, and NMC percentages by EIC for the entire reporting UIC (Battalion).

ARMY MATERIEL STATUS SYSTEM
(AMSS)
ROLLUP BY REPORTING UIC

REPORT PERIOD: 16-NOV-92 - 15-DEC-92
DATE RANGE: 16-NOV-92 - 10 DEC-92
REPORT DATE/TIME: 10--DEC-92 - 14:28:52
UIC: WCMFAA
UNIT NAME & LOCATION: 159TH AVN REGT
FORT EUSTIS, VA 23604

NOMENCLATURE EIC	MODEL	WPN EIC	AUTH	O/H	POSS HRS	AVAIL HRS	----ORG NMCS	---- NMCM	-SPT NMCS	---- NMCM	-ORG PMCS	---- PMCM	--SPT PMCS	---- PMCM	NMCD	PMCD	NMCE	PMCE	FMC%	PMC%	MC%	NMC%
HELICOPTER ATTA	AH-1F	RAF	1	1	720	334	385	1											46.4	-	46.4	53.6
HELICOPTER ATT RAF	AH-1F	RAF	1	1	720	335	348	1											46.5	---	46.5	53.5
HELICOPTER ADV	AH-64A	RHA	18	18	13320	11873		89	525						243				89.1	4.4	93.6	6.4
DIRECTION FIND JDH	AN-ARN	RHA	--	8	5760	5170	8		625	8	582								89.8	---	89.8	10.2
HELICOPTERADV RHA	AH-64A	RHA	18	18	12960	12103		88		526					243				93.4	---	93.4	6.6
HELICOPTER,ELE	EH-60A	R5B	1	1	720	335		1		384									46.5	---	46.5	53.5
HELICOPTER,EL RSB	EH-60A	RSB	1	1	720	335				385									46.5	---	46.5	53.5

2.2.2 **Rollup by Aircraft Model**. This report provides information by aircraft model and includes the subsystem EIC, total possible hours and the total available hours. The FMC percentages are calculated by dividing the available hours by the possible hours. The report also contains the total hours that the aircraft or subsystem was NMCS or NMCM.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports.

FREQUENCY: Review Weekly

PURPOSE: Provides a rollup of all reportable systems and subsystems by model.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to explain NMC time by Aircraft Model. Provides FMC, PMC, MC, and NMC percentages by model for the UIC selected. Provides the user the capability of selecting one or all models within his/her unit.

ARMY MATERIAL STATUS SYSTEM
(AMSS)
ROLLUP BY AIRCRAFT MODEL

REPORT PERIOD: 16-NOV-92 - 15-DEC-92
DATE RANGE: 16-NOV-92 - 11 DEC-92
REPORT DATE/TIME: 11-DEC-92 - 08:04:26
UIC: WCMFAO
UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN REGT
FORT EUSTIS, VA 23604

NOMENCLATURE	EIC	MODEL	WPN EIC	AUTH	O/H	POSS HRS	AVAIL HRS	---- -- ORG NMCS	-------- NMCM	---------- SPT NMCS	--------- NMCM	-- -----ORG PMCS	-------- PMCM	----------SPT PMCS	-------- PMCM	NMCD	PMCD	NMCE	PMCE	FMC%	PMC%	MC%	NMC%
HELICOPTER ATTA		AH-1F	RAF	1	1	720	317	402	1											44.0	-	44.0	56.0
HELICOPTER ADV		AH-64H	RHA	6	6	4320	3830		88	261	141					261				88.7	---	88.7	11.3
HELICOPTER OBSE		OH-58A	ROA	1	1	720	317		1		141									44.0	-----	44.0	56.0
HELICOPTER AER		OH-58D	ROC	1-	1	720	112		1		141	205				261				15.6	28.5	44.0	56.0

2.2.2.1 **Rollup by Reporting UIC A/M (Aircraft Model)**. This report provides information by aircraft model and includes the subsystem EIC total possible hours and the total available hours for the reporting UIC. The FMC percentages are calculated by dividing the available hours by the possible hours. The report also contains the total hours that the aircraft or subsystem was NMCS or NMCM.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports

FREQUENCY: Review Weekly

PURPOSE: Provides a rollup of all reportable aircraft and subsystems by model.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to explain NMC time by Aircraft Model. Provides FMC, PMC, MC, and NMC percentages by model for the Reporting UIC (Battalion). Provides the user the capability of selecting one or all models within the Battalion.

ARMY MATERIAL STATUS SYSTEM
(AMSS)
ROLLUP BY REPORTING UIC A/M

REPORT PERIOD: 16-NOV-92 - 15-DEC-92
DATE RANGE: 16-NOV-92 - 10 DEC-92
REPORT DATE/TIME: 11-DEC-92 - 14:41:44
UIC: WCMFAA
UNIT NAME & LOCATION: 159TH AVN REGT
FORT EUSTIS, VA 23604

NOMENCLATURE	EIC	MODEL	WPN EIC	AUTH	O/H	POSS HRS	AVAIL HRS	----ORG NMCS	-------- NMCM	------SPT NMCS	-------- NMCM	-------ORG PMCS	---------- PMCM	--------SPT PMCS	---------- PMCM	NMCD	PMCD	NMCE	PMCE	FMC%	PMC%	MC%	NMC%
ELICOPTER ATTA		AH-1F	RAF	1	1	720	334	385	1											46.4	---	46.4	53.6
ELICOPTER ADV		AH-64H	RHA	18	18	12960	12101		89		526					244				93.4	---	93.4	6.6
ELICOPTER ELE		EH-60A	RSB	1	1	720	334		1		385									46.4	-----	46.4	53.6
ELICOPTER OBSE		OH-58A	ROA	2	2	1440	1054		1	244	141									73.2	---	73.2	26.8
ELICOPTER AEROBSE		OH-58D	ROC	3	3	2160	1183		2		526	206				244				54.8	54.8	64.3	35.7

2.2.3 **Failure Data By Aircraft Serial Number**. This report displays or prints the FMC percentages for each system or subsystem by serial number. In addition, the report shows the equipment model, parts on order, with the NMCS time and the NMCM time in hours. The report also differentiates the NMCM time into organizational and support.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports

FREQUENCY: Review Weekly

PURPOSE: Provides a rollup of all reportable aircraft and subsystems by serial number.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to explain NMC time for aircraft and subsystems by aircraft serial number. Provides FMC, PMC, MC, and NMC percentages by model for the UIC selected. Provides the user detailed information on repair parts requested, document number assigned and quantity due-in and status.

ARMY MATERIEL STATUS SYSTEM
(AMSS)
ORGANIZATIONAL CLASS IX FAILURE DATA BY SYSTEM/SUBSYSTEM SERIAL NUMBER

REPORT PERIOD: 16-OCT-92 - 15-NOV-92

DATE RANGE: 16-OCT-92 - 27-OCT-92

REPORT DATE/TIME: 27-OCT092 - 14:44:57

UIC: WCMFBO

UNIT NAME & LOCATION: B CO 1 BN 159TH AVN
FORT EUSTIS, VA 23604

SYS/SUB SER NO.	EQUIP MODEL	NMCM HRS.	ORG NMCM HRS.	NMCPARTS NOUN	QTY D/I	QTY RECVD	EST. SHIP DATE	DOCUMENT NO	NIIN PART NO.
No NMC parts on order for EIC/Model: RHA/AH-64A									
852548021	AH64A	26	___	SWITCH,P	00077	00001	92330	WCMFD022945009	001688019
No NMC parts on order for EIC/Model: 4UB/AH-64A									
869041021	AH-64A	---	175	AMPLIFIE	00006	----	92335	WCMFD022945010	004422171
869041021	AH-64A	---	175	LATCH,H	00001	00007	92335	WCMFD022945011	006085214
99122311	ANALQ136V1	48	0	KNOB	00005	----	-----	WCMFD022945014	008805269

2.2.4 **Not-Mission Capable Recap**. This report will display by aircraft serial number the total NMC time accumulated for a reportable system or the subsystem configured to it. The printout lists the subsystems by their individual serial numbers and the NMC time in percentages for the different NMC categories. The printout will show the UIC and date range, which is the beginning of the current report period until the day the report is executed.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports

FREQUENCY: Review Daily

PURPOSE: Provides a recapitulation of all reportable aircraft and subsystems by Aircraft Serial Number.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to explain NMC and PMC time for aircraft and subsystem by aircraft serial number for the current report period. Provides NMC and PMC percentages by aircraft serial number for the unit selected.

ARMY MATERIEL STATUS SYSTEM
(AMSS)
NON-MISSION CAPABLE RECAP

REPORT PERIOD: 16-NOV-92 - 15-DEC-92
DATE RANGE: 16-NOV-92 - 10-DEC-92
REPORT DATE/TIME: 10-DEC-92 - 15:33:46
UIC: WCMFA0
UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN
FORT EUSTIS, VA 23604

SYSTEM/ SUBSYSTEM SERIAL NUMBER	EIC	MODEL	WPN EIC	FMC%	NMC%	ORGANIZATION NMCS%	ORGANIZATION NMCM%	SUPPORT NMCS	SUPPORT NMCM%	ORGANIZATION PMCS%	ORGANIZATION PMCM%	SUPPORT PMCS%	SUPPORT PMCM%	NMCD	PMC
7120719		AH-1F	RAF	46.3	53.6	53.6	0.1								
7120719	RAF	AH-1F	FAF	46.3	53.8	53.6	0.1								
8800254		AH-64A	RHA	34.2	65.8		12.2		19.6					34.0	
8800254	RHA	AH-64A	RHA	34.2	65.8		12.2		19.6						34.0
9001212		AH-64A	RHA	17.8	---						1.1		81.1		
ARN89-DF1	JDH	AN/ARN-89B	RHA	17.8	82.2	1.1	81.1								

2.2.5 **System Status Summary**. This report is keyed by date range and UIC and shows the model of the aircraft with the authorized and on-hand quantities given. The MC percentages is also given on this report, which means that the reportable system was in some way mission capable during the report period.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports

FREQUENCY: Review Weekly

PURPOSE: Provides a rollup of all reportable aircraft by model.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to explain NMC time by Aircraft Model. Provides FMC, PMC, MC, and NMC percentages by model for the unit selected.

ARMY MATERIEL STATUS SYSTEM
(AMSS)
SYSTEM STATUS SUMMARY

REPORT PERIOD: 16-NOV-92 - 15-DEC-92

DATE RANGE: 16-NOV-92 - 27-DEC-92

REPORT DATE/TIME: 10 DEC-92 - 15:42.32

UIC: WCMFA0

UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN
FORT EUSTIS, VA 23604

NOUN	MODEL	AUTH	O/H	MC%	FMC%	PMC%	NMCM%	NMCS%	NMCE%	NMCD%
HELICOPTER ATTA	AH-1F	1	1	46.3	46.3	----	0.1	53.6	----	----
HELICOPTER ADV	AH-64A	6	6	89.3	75.9	13.4	5.2	----	----	5.5
HELICOPTER AER	OH-58D	1	1	46.3	17.8	28.5	19.7	----	----	34.0

2.2.6 **Equipment Exception Report**. This report will display or print the reportable systems by serial number that do not meet the Department of the Army overall FMC readiness goals. If a reportable system has a FMC rate that is 75% or below it will be printed on this report.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports

FREQUENCY: Review Daily

PURPOSE: Provides a listing of what aircraft will not meet the DA Goal of 75% for all reportable aircraft and subsystems by aircraft serial number.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to determine what aircraft will not meet the DA FMC readiness rate of 75%.

ARMY MATERIEL STATUS SYSTEM
(AMSS)
EQUIPMENT EXCEPTION REPORT

REPORT PERIOD: 16-NOV-92 - 15-DEC-92

DATE RANGE: 16-NOV-92 - 10-DEC-92

REPORT DATE/TIME: 10-DEC-92 - 15:57:02

UIC: WCMFA0

UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN
FORT EUSTIS, VA 23604

NOUN	MODEL	SERIAL NUMBER	FMC%	PMCM%	PMCS%	ORG NMCM%	SPT NMCM%	NMCS%	WF NMCD%	WF NMCE%
HELICOPTER ATTACK	AH-AF	7120719	46.3			0.1		53.6		

SUBSYSTEM FAILURE DATA - HOURS

NOUN	- ORG - NMCM	NMCS	- SPT - NMCM	NMCS	NMCD	NMCE	ORG REPAIR PARTS REQUIRED NSN	NOMEN
HELICOPTER ATTACK	1	386					6130000087605	POWER SU

2.7 **Projected Fully Mission Capable Rates By Aircraft System**. This report will display or print the projected FMC percent and the projected NMC/PMC hours to the DA goal of 75%.

SOURCE: Materiel Status Processes. Option 1, Display/Print AMSS Reports

FREQUENCY: Review Daily

PURPOSE: Provides a rollup of all reportable systems by model.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used to determine what aircraft could possibly meet the DA goal of 75% FMC.

ARMY MATERIEL STATUS SYSTEM
(AMSS)
PROJECTED FULLY MISSION CAPABLE RATES BY AIRCRAFT SYSTEM

REPORT PERIOD: 16-NOV-92 - 15-DEC-92

DATE RANGE: 16-NOV-92 - 10-DEC-92

REPORT DATE/TIME: 10-DEC-92 - 16:01:17

UIC: WCMFA0

UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN
FORT EUSTIS, VA 23604

NOMENCLATURE	EIC	MOD	WPN EIC	AUTH	O/H	POSS HRS	PROJ NMC/PMC HRS	PROJE NMC/PMC HRS	ACCRUED NMC/PMC HRS	PROJ FMC PERCENT	NMC/PMC HRS TO DA GOAL OF 75%
HELICOPTER ATTACK	RAF	AH-1F	RAF	1	1	720	206	127	387	28.6	.334
HELICOPTER ADV ATTACK	RHA		RHA	6	6	4416	2588	762	1066	58.6	.724
HELICOPTER OBSERV	RDA	OH-58A	ROA	1	1	720	206	127	387	28.6	.334

2.2.8 **Rollup By Serial Number**. The following report provides the total NMC time accumulated for a reportable system by aircraft serial number and by associated subsystem. The report is in two parts. Part I provides information for individual aircraft. Part II provides a rollup by model design series. Both parts are keyed on the EIC/Model column.

SOURCE: Materiel Status Processes, Option 1 Display/Print AMSS Reports, and Option 8, Rollup by Serial Number.

FREQUENCY: Review Daily

PURPOSE: Identifies aircraft usage and readiness by aircraft and subsystem, to date, for the report period.

DISPOSITION: Dispose of when no longer needed.

MANAGEMENT APPLICATIONS: Used by the commander or maintenance officer to aid in maintenance management planning.

ARMY MATERIEL STATUS SYSTEM (AMSS)
ROLLUP BY SYSTEM/SUBSYSTEM SERIAL NUMBER (UNIT)
PART I

REPORT PERIOD: 16-JAN-93 - 15-FEB-93
DATE RANGE: 16-JAN-93 - 15-FEB-93
REPORT DATE/TIME: 15-FEB-93 - 13:27:03
UIC: WCMFDO
UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN
FORT EUSTIS, VA 23604

EIC	MODEL	SYSTEM/SUBSYSTEM SERIAL NUMBER	HR TO PSE	ASSIGN AND FUNC CODE	POSS HRS	AVAIL HRS	NMCS ORG	NMCM ORG	NMCS SPT	NMCM SPT	PMCS ORG	PMCM ORG	PMCS SPT	PMCM SPT	NMCD	PMCD	HRS FLOWN	LAND/ AUTO	GAIN G/	FMC Y/N
RHA	AH-64A	8800254	133	AGA	733	348	---	385	----	----	----	----	----	---	----	----	----	18	0	Y

PART II

REPORT PERIOD: 16-JAN-93 - 15-FEB-93
DATE RANGE: 16-JAN-93 - 15-FEB-93
REPORT DATE/TIME: 15-FEB-93 - 13:27:03
UIC: WCMFDO
UNIT NAME & LOCATION: A CO 1ST BN 159TH AVN
FORT EUSTIS, VA 23604

MODEL	ASSIGN & FUNC CODE	POSS HRS	AVAIL HRS	NMCS ORG	NMCM ORG	NMCS SPT	NMCM SPT	PMCS ORG	PMCM ORG	PMCS SPT	PMCM SPT	NMCD	PMCD	NMCE	PMCE	HRS FLOWN	LAND/ AUTO	GAIN B/	FMC NO
AH-64A	AGA	1466	411	----	755	----	----	4	271	16	10	-----	----	----	-----	-30	39/0	000	1

2.2.9 **Required Commander's Statement**. The following report results when you attempt to run the Send Commander's statement without entering mandatory comments. This report is sorted on UIC and Model.

SOURCE: Materiel Status Processes. Option 7, Enter Commander's Statement and Option 8, Sent Commander's Statement.

FREQUENCY: Monthly

PURPOSE: Identifies aircraft requiring mandatory comments on the Commander's Statement.

DISPOSITION: Dispose of when no longer required.

MANAGEMENT APPLICATIONS: Used by the commander or designated representative to determine which mandatory remarks are required in the Commander's Statement. Mandatory comments must be entered to explain aircraft readiness falling below DA goals or any NMCS time exceeding 30 days for an aircraft or weapon system.

ARMY MATERIEL STATUS SYSTEM (AMSS)
REQUIRED COMMANDER'S STATEMENT

REPORT PERIOD: 16-DEC-92 - 15-JAN-93
REPORT DATE/TIME: 12-JAN-93 - 12:41:36
REPORTING UIC: WCMFAA
UNIT NAME & LOCATION: D CO 159TH AVN REGT
FORT EUTIS, VA 23604

MODEL	SERIAL NUMBER	TYPE STATEMENT REQUIRED
CH-47D	8601658	FMC IS 5% OR MORE BELOW GOAL
UH-60A	8723666	NMCS EXCEEDS GOAL
AH-64A	8800254	NMCM EXCEEDS GOAL
AH-1F	8800777	PMC EXCEEDS 5%
AH-1F	7120719	WCMFD023370003 - AC REQUISITION OVER 30 DAYS

2.2.10 **Commander's Statement**. This report is required to be completed after the AMSS End of Month Report has been produced. The commander or designated representative will access the Enter Commander's Statement option using the commander's password. Mandatory comments must be entered to explain aircraft readiness rates falling below DA goals or any NMCS time exceeding 30 days for an aircraft or weapon system. The commander may enter other remarks to explain or highlight other factors affecting aircraft readiness, e.g., Military Occupational Specialty (MOS) shortages; Test, Measurement, and Diagnostic Equipment (TMDE); use of controlled substitution; and training factors.

SOURCE: Materiel Status Processes. Option 7, Enter Commander's Statement and Option 8, Send Commander's Statement.

FREQUENCY: Monthly to LOGSA

PURPOSE: Provides the commander an opportunity to comment on factors affecting aircraft readiness.

DISPOSITION: Send Diskette to LOGSA, retain hard copy in unit as required by SOP. Dispose of when no longer required.

MANAGEMENT APPLICATIONS: Can be annotated throughout report period and produced locally for management applications.

ARMY MATERIEL STATUS SYSTEM (AMSS)
COMMANDER'S STATEMENT
(FOR LOCAL USE ONLY)

REPORT PERIOD: 16-JAN-93 - 15-FEB-93
REPORT DATE/TIME: 14-FEB-93 15:33:09
REPORTING UIC: WCMFAA
UNIT NAME & LOCATION: D CO 159TH AVN REGT
FORT EUSTIS, VA 23604

AIRCRAFT NOT MEETING GOAL(S)
FMC IS 5% OR MORE BELOW GOAL

MODEL	SERIAL NUMBER	DA GOAL	ACTUAL PERCENT
STATEMENT			
UH-1H	6510125	75	0
SCHEDULED PHASE MAINTENANCE			

AIRCRAFT NOT MEETING GOAL(S)
NMCS EXCEEDS GOAL

MODEL	SERIAL NUMBER	DA GOAL	ACTUAL PERCENT
STATEMENT			
UH-1H	6510125	10	100
COMMENT IS STILL REQUIRED FOR THIS ITEM			

AIRCRAFT NOT MEETING GOAL(S)
PMC EXCEEDS 5%

MODEL	SERIAL NUMBER	DA GOAL	ACTUAL PERCENT
STATEMENT			
CH-47D	8601658	5	100
RADIO SUBSYSTEM HAVE BEEN REPLACED FOUR TIMES IN THIS REPORT PERIOD.			

MATERIAL READINESS

Material Readiness Reporting through the Chain of Command to the national level is required in order to provide the chain of command, the materiel developer, Army Staff and the Joint Chiefs of Staff with an assessment of Army Materiel Readiness.

The Army, because of its vital national security responsibilities, must have a materiel readiness reporting system whose foundation is built on the highest standards of integrity. Commanders, staff and unit personnel must not compromise the integrity of the reporting system, or capitulate to either read or perceived suggestions that meeting materiel readiness standards through inaccurate reporting is acceptable. Commanders who accurately report unit materiel readiness problems will not be penalized. To ensure the highest standards of integrity are met, the Army requires soldiers to "Tell it like it is."

*AR 700-138, Chapter 5

SECTION III

SAMPLE ULLS-A INTERNAL STANDING OPERATING PROCEDURES (SOP)

DEPARTMENT OF THE ARMY
Headquarters,_____
Fort_____

XXXX-XXX **(DATE)**

INTERNAL SOP
FOR
THE UNIT LEVEL LOGISTICS SYSTEM-AVIATION (ULLS-A)

1. INTRODUCTION.

1.1 Purpose. To prescribe policies and procedures to assist in the daily operation of the ULLS-A system.

1.2 Scope. The policies and procedures outlined in this SOP have been selected to supplement those contained in the ULLS-A End User Manual (EM).

1.3 Definitions.

a. ULLS-A. A microcomputer based system developed by the U.S. Army Combined Arms Support Command (USACASCOM) and the U.S. Army Information System Software Development Center Lee (USAISSDCL) at Fort Lee, VA, to automate the aircraft maintenance, and class IX supply, operations, materiel readiness reporting, and historical records in army aviation units.

b. Brigade System Administrator: An individual appointed by the brigade commander to provide assistance and guidance on all matters concerning ULLS-A.

c. ULLS-A Administrator. An individual appointed by the battalion commander to provide assistance/guidance to users in the daily operation and maintenance of the ULLS-A system. Serves as the commander's principal advisor in all system matters and as the unit point of contact for all system problems or changes (hardware or software). Administrators are trained during the ULLS-A fielding by contractor personnel.

d. LAN. Local Area Network. A key element of the ULLS-A system configuration at the AVUM unit level. Establishes a hardwire link between computers in Production Control, Quality Control, and Technical Supply to permit the use of a shared database.

e. MS-DOS. Microsoft Disk Operating System. The operating system for ULLS-A.

f. OSC. Objective Supply Capability.

2. RESPONSIBILITIES.

2.1 General. This section provides guidance for the assignment of responsibilities associated with the operation and maintenance of ULLS-A.

2.2 Duties and Responsibilities.

2.2.1 Brigade Commander.

a. Appoint an individual to perform additional duties as Brigade ULLS-A administrator (school trained). Recommend appointment of a person in a

supervisory capacity with a functional understanding of aviation maintenance and a basic understanding of MS-DOS commands.

2.2.1.1 Brigade System Administrator.

a. Serves as the unit interface with the Combat Service Support Automation Management Office (CSSAMO) to obtain higher level assistance in solving problems beyond his/her capability.

b. Assist Battalion/Squadron System Administrator with problem solving and troubleshooting ULLS-A software and hardware problems.

c. Organize and maintain the ULLS-A sustainment training classroom.

d. Maintain float computers.

e. Coordinate with repair facilities and track computer and associated equipment failures and repair times.

f. Receive and evaluate Problem Reports (PR) from Battalion/Squadron System Administrators. When validated coordinate with appropriate agencies and forward PR for action.

g. Maintain log of all messages and/or bulletins pertaining to ULLS-A or the associated hardware/software.

h. Coordinate with Battalion/Squadron in the administration of COOP procedures (Continuity of Operations Plan).

i. Maintain the Brigade ULLS-A Computer.

j. Coordinate with Battalion/Squadron System Administrators for the implementation of ICPs (Interim Change Package) or SCP's (Software Change Package).

2.2.2 Battalion Commander.

a. Appoint an individual to perform additional duties as the ULLS-A administrator. Recommend appointment of a person in a supervisory capacity with a functional knowledge of aviation maintenance and a basic understanding with MS-DOS commands.

b. Assign passwords, user identification codes, and determine levels of user access within the ULLS-A processes. These are the system access control codes. Two copies will be placed in sealed envelopes, marked with the unit identification, DODAAC/UIC, date and phone number of the ULLS-A administrator. One copy should be kept in the unit safe and one copy secured at the next level of command. Both copies must be kept current. The ULLS-A system requires that User ID's and passwords be changed/updated every six months.

c. Approve all high-priority and high-dollar requests by reviewing the Commander's Exception Report on a daily basis prior to sending the Supply Transactions to the Source of Supply DSU. The criteria for determining the extended value of high dollar requests will be as determined by the commander and will be entered in the units' parameters.

2.2.3 ULLS-A Administrator.

a. Ensure that after the database has been built, a complete back-up of Drive C: is made for each computer.

b. Monitor the daily administrative operation of ULLS-A throughout the unit.

c. Keep the commander advised on the operation of the ULLS-A throughout the unit.

d. Provide in-house assistance to ULLS-A users (both hardware and software) within capabilities.

e. Initiate and maintain a Problem Report (PR) which will include the following:
Serial number of the computer.
Screen print of problem (when applicable).
Type of computer.
Detailed description of problem/error and the corrective action.

f. Provide a copy of the PR to the Brigade System Administrator.

g. Maintain a log of all messages and/or bulletins pertaining to ULLS-A or the associated hardware.

h. Provide advice and assistance to users in the proper maintenance and storage of diskettes and tapes used as back-ups.

i. Monitor the daily preventive maintenance of ULLS-A hardware.

j. Coordinate and administer the COOP Procedures IAW this SOP.

k. At least monthly RUN the AUDIT.EXE from the ULLS-A/EXE directory to verify record counts and identify duplicate records.

l. Load all software change packages, supply and maintenance status, catalog updates/catalogs, and Maintenance Master files as soon as possible after receipt.

2.2.3.1 ULLS-A Operators.

a. A virus scan will be conducted on each ULLS-A desktop computer at the beginning of each duty day/first bootup of the day. A virus detected on any ULLS-A computer will be immediately reported to the Unit Administrator. The Unit Administrator is the only individual authorized to conduct a "cleaning" of the virus from the disk. A complete check of the system will be performed after the "cleaning" has been accomplished and all affected areas will be restored by the Unit Administrator.

b. Using the supplied virus scan program (Scan***) diskette (see section SGT). Install the diskette in drive A: and select virus scan from the menu directory.

c. The computer has automatic virus detection by using the tape backup system and will not require any additional virus check without direction from the unit system administrator.

d. At no time will any ULLS-A computer be left unattended with the system operationally accessible; i.e., the system accessible after LOGON.

2.2.3.2 Flight Companies.

a. Crewchief.

(1) Responsible for daily data entry to ensure that ULLS-A accurately reflects the current status and condition of his/her aircraft at all times. All faults and inspections performed and entered on DA Form 2408-13-1/2408-13-1-E must be entered in the ULLS-A database at the flight company computer. Related maintenance actions entered on DA Form 2408-13-2/2408-13-2-E will not be entered in the ULLS-A database. As soon as a RED X status condition, which effects the readiness reporting is entered on the DA Form 2408-13-2, an entry will be made on the DA Form 2408-13-1/2408-13-1-E or

2408-13-3. (Flight packs may be used for 7 mission days IAW DA PAM 738-751 while away from home station).

(2) At the completion of the last flight of the day, posts all status and/or flying hour entries and prints a new flight pack, and prepares the logbook for next day's operation. The preprinted DA Form 2408-12 will continue to be used, the 2408-12 generated by the ULLS-A program is for emergency use only.

(3) Before the first flight on the first duty day of the week the crewchief will run the Inspection and Component Projection Reports to determine upcoming requirements. The report should cover not less than 7 days or 25 flight hours.

(4) Perform daily ULLS-A system preventive maintenance IAW this SOP and the EM.

(5) Report all system problems to the ULLS-A unit administrator.

(6) Perform daily database back-ups before the daily data transfer is initiated.

b. Supervisor (Platoon Sgt/Line Chief).

(1) Monitors all daily data entry operations by subordinate crewchiefs.

(2) Monitors daily data transfer operations from all ULLS-A computers under his/her control in accordance with the procedures and schedule in this SOP.

(3) Maintains properly labeled backups of all daily data transfer diskettes IAW this SOP.

(4) Report problems to the ULLS-A administrator IAW this SOP.

(5) Ensure daily database back-ups are performed.

(6) Ensure preformatted tapes/diskettes are used for all back-ups and data transfers.

(7) Review all ULLS-A closed faults for completeness and correctness.

2.2.3.3 Production Control.

a. Provide overall monitorship for the functional aspects of the ULLS-A system operation.

b. Operates and maintains the file server for the LAN serving the AVUM unit operation.

c. Coordinates the actions taken when an aircraft becomes PMC or NMC.

d. Receives and coordinates daily data transfers from/to flight companies according to established schedules.

e. Prepare unit maintenance requests for AVUM level maintenance.

f. Performs all data transfer functions to higher levels (SARSS, SAMS and BDE ULLS-A) Maintenance and Supply Activities.

g. Perform daily preventive maintenance, IAW this SOP and the EM.

h. Maintains properly labeled backups of all data files and daily data transfer diskettes, IAW this SOP.

i. Only Production Control will initiate aircraft transfer to support maintenance and outside of owning UIC. The transfer process will only be considered complete after PC has reviewed the aircraft records to ensure completion.

j. Establish a means to inform Tech Supply on repair parts requests that need special action, i.e. walk-through, work stoppage, priority, fault date and number.

k. Conduct daily Production Control meetings to review and compare ULLS-A database information between the flight company computers and the LAN. Manual Maintenance status should also be reviewed and updated during the meeting.

l. Prepares and provides required daily, weekly and monthly reports to the Brigade Aviation Maintenance Office IAW brigade policies.

2.2.3.4 Quality Control.

a. Principal operators in the QC section will be the Technical Inspectors.

b. Maintain all aircraft historical records to include configuration control, and weight and balance.

c. Coordinate with Production Control to have aircraft Maintenance Master Data Files (MMDF) updated/loaded as soon as possible after receipt.

d. Archive completed records/forms IAW this SOP. Records will be archived IAW DA Pamphlet 738-751.

e. Review the ULLS-A database in the flight company computers to ensure all appropriate information (New and corrected faults, man-hours, when discovered, how recognized, flight time) is being correctly transcribed from the hardcopy logbook. Review closed faults for completeness and correctness.

2.2.3.5 Technical Supply.

a. Perform automated functions pertaining to requests, receipt, storage, issue, and accountability for the PLL.

b. If the unit is using OSC, contact Gateway, forwards AØ_ requests, and receive status from Gateway.

c. Submit daily supply transactions diskettes to the SOS.

d. Perform daily backups of supply files and maintains diskettes/tapes IAW this SOP and the EM (when directed by PC or System administrator).

e. Perform daily preventive maintenance IAW this SOP and the EM.

f. Report systems problems to the ULLS-A administrator, IAW this SOP.

g. Coordinate with the Production Control Office to ensure the proper status of aircraft that are non Mission Capable Supply (NMCS) are being reported.

h. Complete a DCR print purge at least monthly/ weekly. Run PLL DCR Reconciliation DCR Fault Reconciliation Catalog Load Update, and Automated Follow-up at least monthly/weekly.

3. PROBLEM REPORTING.

3.1 Problem Reporting.

3.1.1 General. In the event of a hardware failure, a failure to gain ULLS-A systems access or if the system aborts during normal data processing, contact

the ULLS-A administrator immediately. The operator must make every attempt to document all problem symptoms. It is extremely important that all messages from the computer be recorded correctly or printed in hard copy. No computer will be "reset" or "rebooted" without first notifying the ULLS-A System Administrator. A print screen will be performed on all applicable problems such as error messages. All problems will be immediately reported to the System Administrator. No fixes will be attempted by anyone except the System Administrator. A PR will be filled out by the user on all problems, software or hardware. Printing can be accomplished by pressing the <PRT SC> keys. This will greatly assist in problem resolution.

3.1.2 Reporting Channels.

a. Problems with flight company computers will be reported to the Battalion ULLS-A Unit Administrator by notifying the AVUM Production Control as soon as possible.

b. If the ULLS-A Administrator is unable to solve the problem, he/she will request assistance from the Brigade System Administrator. If further assistance is needed CSSAMO will be contacted.

c. Problem Reports (PR) will be forwarded to the CSSAMO as soon as possible. If you are unable to contact CSSAMO, PRs may be called in through the appropriate ULLS User Support Hotline as outlined below.

ULLS USER SUPPORT

Between the hours of 0730 and 1630 (Eastern Time) call:
Customer Assistance Office (CAO)
DSN: 687-1051 or Commercial: (804)734-1051
DDN: jenkinsc%lee-dsnz.army.mil
FAX: (DSN) 687-0978; (COM (804) 743-0978

*****Mailing Address*****

Department of the Army
USAISSDCL
ATTN: CUSTOMER ASSISTANCE OFFICE L42
3901 C AVENUE SUITE 102
FORT LEE, VA 23801-1815

3.2 Software Change Proposals. Recommendations for changes or improvements to the system should be submitted in writing through the Brigade Systems Administrator. Changes will be forwarded through Materiel Management Center (MMC) to the CSSAMO. At a minimum, the change proposal will include the name, the phone number, and the name of the ULLS-A administrator/point of contact in the unit and a complete description of the recommended change.

3.3 Documentation Change Proposal. Follow the procedures listed in paragraph 3.2 above.

4. DATA FLOW.

4.1 General. This section assigns responsibilities and outlines procedures for the processing and flow of data in support of ULLS-A.

NOTE

Data integrity is one of the most critical aspects of ULLS-A. Data integrity is defined as the requirement to synchronize all aircraft records between the flight company and the AVUM Local Area Network. There is no single source from which aviation maintenance data is generated. Operational data is normally generated at the flight company, Whereas historical and production data are produced at the AVUM. The sole purpose of the ULLS-A data transfer process is to ensure the flight company aircraft data matches the aircraft data at the AVUM.

The data transfer process is based on a logging feature with in the ULLS-Aviation software. Whenever an aircraft record (e.g. 2408-13) is added, changed, or deleted; the "LOG" files from the LAN and the Flight Companies are exchanged and merged into the matching aircraft record. It is imperative that the "LOG" files remain sequential. For example, if Quality Control attempted to remove a 2408-16 entry from an aircraft after it was transferred out from the flight company, the "LOG": file would try to perform a modify on a record that had been deleted and would generate a error saying unable to locate record. This situation must be avoided by proper use of diskette labels and following the data transfer procedures within this SOP.

4.2 Flight Company.

a. Each flight company computer will keep a register of the data transfer log files both in and out of the computer. All diskettes must be properly and accurately labeled. This is to ensure sequence number matching with the LAN. flight company log file backup disks will be maintained for a period of 10 transfer days. An exception to this will be deployment to the field when the LAN remains in garrison, in this example backup log file diskettes will be maintained for the entire time.

b. Modem transfers must be properly coordinated. A copy will be made of each modem transfer diskette, these diskettes will be maintained for 10 days. Any flight company computer not making connection will attempt to send previous. Do not send previous until reason for first attempt has been identified and corrected. If send previous also fails all transfer disks must be sent to Production Control immediately. Any computer failing to make the connection will perform a disk transfer of the data.

NOTE

Any computer that errors out of the process will be immediately reported to the Unit Administrator.

4.2.1 Crewchief.

a. Immediately after the last flight of the day, the crewchief will:

(1) Add any new faults found during post-flight to the 24Ø8-13-1-E. This includes completion of all Fault Information data fields on the DA Forms 2408-13-1/2408-13-1-E and 2408-13-2. These will include but are not limited to PID, When Disc, How Rec, Mal Eff, WUC. ULLS-A users will complete the Correcting Information data fields on DA Forms 2408-13-1/2408-13-1-E and 2403-13-2. These Will Include But Are Not Limited To Rounds, Action Code, WUC, PID, CAT, Hours, TIPID, TI Man-Hours.

(2) Key in the days mission/weapons/fault data into ULLS-A.

(3) Key in Unit Parts Demands, if required, to correct any new crewchief level faults.

(4) If an NMC or PMC fault has been found, immediately notify the Supervisor/Platoon Sergeant/Leader.

(5) After all of the day's mission data has been entered into the ULLS-A system, print a new Flight Pack for next day's operation. (Flight Packs may be used for 7 mission days when away from home station IAW DA PAM 738-751).

b. Before the first flight on the first duty day of the week, the crewchief will print the Inspection Projection Report covering the upcoming 7 days and the Component Projection Report for the next 25 flying hours, __round, __starts 1, __starts 2.

4.2.2 Supervisor/Platoon Sergeant/Platoon Leader. The Supervisor/Platoon Sergeant/Platoon Leader will:

a. For each ULLS-A computer under his/her control initiate daily data transfer operations (via modem) IAW the following schedule: (To be determined by each unit, coordinate times with Production Control). Modem data transfer is the primary means of data transfer, the alternate method of data transfer via diskette will be used when proper telephone equipment is not available.

NOTE

If data transfer will not be conducted utilizing the modem transfer process, a data diskette transfer will be initiated. A schedule must also be established to facilitate timely information flow.

UNIT	TIME FRAME
"A" Company	XXXX-XXXX hours
1st Platoon	XXXX-XXXX hours
2d Platoon	XXXX-XXXX hours
"B" Company	XXXX-XXXX hours
1st Platoon	XXXX-XXXX hours
2d Platoon	XXXX-XXXX hours

NOTE

A schedule must be developed to meet the individual needs of the unit. Time windows established must be kept as narrow as possible because the LAN is effectively out of operation during data transfer operations.

b. Make a maximum of 10 attempts to establish telephone contact with PC and accomplish the data transfer. If telephone contact cannot be made, data transfer will be done by diskette.

c. In garrison, the telephone number for data transfer is (unit phone #). In a field environment use of the tactical telephone network will be IAW the Unit Signal SOP/SSL.

d. In the event a telephonic/modem data transfer cannot be made, use the Send Previous option to download the data to diskette to be hand carried to

the AVUM PC NLT 0800 hours (Changes to this time must be coordinate with PC).

e. Maintaining 10 day file of backup diskettes of all data transfers. Diskettes will be labeled and stored IAW this SOP and the ULLS-A EM.

f. Forward completed flight packs (DA Form 24Ø8-13-E & 24Ø8-13-1-E) and Army Aviators Flight Record (DA Form 24Ø8-12-E) to the AVUM PC on a daily basis.

NOTE

The requirement for hardcopy DA Form 24Ø8-12-E will continue pending completion of a program to automate the aviators flight records. The preprinted DA Form 2408-12 will continue to be used, the 2408-12 generated by the ULLS-A program is for emergency use only.

4.3 AVUM.

4.3.1 Production Control.

a. Terminate LAN workstation operations at the specified times in order for the system to receive data being transferred from and send data log update information to the flight companies (via telephone/modem). Times will be IAW the schedule published by Production Control.

b. Receive and upload data from flight companies, if transfer is by diskette. Provide the companies with data log update, via diskette, as soon as possible after receipt of company data. (This process should be conducted immediately to prevent database duplication errors). All diskettes will be labeled and handled IAW this SOP and the ULLS-A EM.

c. Perform the Fault Review process for all new NMC or PMC faults received from the flight companies during data transfer. Faults shown on the

Fault Review screen with a ID code of "A" and expected to result in the aircraft being NMC or PMC for more than 2 hours), will be reviewed by Production Control to determine if fault is to be reported to AMSS.

d. Faults that have been corrected, will appear on the Fault Review List with a ID code of "R" and must be reported to AMSS to stop NMC and/or PMC time being accumulated against the aircraft/subsystems.

e. A backup of all data files stored in the LAN file server will be performed daily prior to receiving the unit data transfer. Data file backups will be maintained for 30 days, beginning on the 16th of the month. A register of data transfer log files will be maintained to ensure proper sequencing with the flight company computers.

f. In the event an aircraft is involved in an accident, a data transfer and a system data backup of both the flight company computer and the LAN will be made immediately, labeled IAW this SOP, and secured pending arrival of the accident investigation team.

c. Backup tape labels will contain the following information:

(1) Line 1: Tape Name/Purpose (e.g., ULLS-A LAN Database backup).

(2) Line 2: Unit Name/Description (Use computer generated description e.g. A01XXX.XXX).

(3) Line 3: Unit UIC.

(4) Line 4: Destination.

(5) Line 5: Date and Time.

(6) Line 6: Name of operator.

(7) Line 7: Disposition IAW 4.4b.

NOTE

Remove old labels prior to reusing the diskette/tape. Accumulated labels will cause the drive to bind and can cause internal damage.

4.3.2 Quality Control.

a. Aircraft records will be received on a daily basis. All completed records meeting the archive entries set in the Unit Parameter file will be archived and purged from the system.

b. Archive criteria will be set in the Parameter file as follows:

(1)	Maintenance Work Orders	6 Months
(2)	Fault Records	6 Months
(3)	Flight Records	6 Months
(4)	AMSS Records	1 Month

c. Archived records will be written to diskettes in ASCII format and cannot be reloaded into the ULLS-A system. Diskettes will be labeled IAW this SOP and maintained for the life of the aircraft, an exception will be AMSS records that will be maintained for 1 year. Should the aircraft be lost or destroyed, records will be disposed of IAW DA Pamphlet 738-751.

4.3.3 Technical Supply.

a. Unit requests will be reviewed at least once daily immediately following the data transfer and the Fault Review process at the PC.

b. When using OSC (OSC indicator in Parameter file is set to "Y"), transactions must be sent to Gateway prior to sending current transactions to the SOS.

c. The Commander's Exception Report will be produced each day between the hours of 1430-1530 and submitted to the Commander for his/her review prior to sending transactions to Gateway or to SOS.

d. Supply transactions will be forwarded to the supporting DSU/SOS at least once each day following transmission to Gateway. The current transactions diskette(s) will be prepared NLT 1530 hours and taken to the DSU Class IX section NLT 1600 hours the same day. The operator will receive current status back on the same diskettes. Once received this status diskette will be loaded immediately IAW the ULLS-A EM.

e. The Automated Follow-up process will be run at least once each week. The operator will run the process immediately prior to sending current transactions to SOS on Wednesday of each week.

f. The operator will produce a Bench Stock Review list NLT the 30th day of each month. This list will be submitted to the Shop/PC office for his review. Selected Bench Stock will be replenished as necessary at this time.

4.4 Systems and Data Security.

a. Diskettes used for Class IX and SAMS Maintenance Transactions will be labeled as follows:

(1) Line 1: Diskette Name/Purpose (e.g., ULLS-A Class IX Transactions).

(2) Line 2: Unit Name/Description.

(3) Line 3: Unit DODAAC.

(4) Line 4: Unit UIC.

(5) Line 5: Destination DSU.

(6) Line 6: Date and Time.

(7) Line 7: Name of Operator.

b. Labels on diskettes and tapes used for backups will include disposition instructions as outlined in this SOP and the EM.

c. When not in use, all diskettes will be kept in their protective jackets, in a storage box. During transport, extreme care will be used to protect the diskettes from damage by bending, creasing or exposure to extreme heat. (Use of a carrying case/pouch is recommended.) Tapes and diskettes may be damaged (or information distorted) by exposure to strong electrical or magnetic fields.

d. All diskettes removed from the operational area or storage location will be signed out in a logbook specifying the type of diskette, the date/time, and the destination of the diskette.

e. Security of IDs, passwords, personal identification codes (PIDs), and technical inspector personnel identifiers (TIPIDs) is the responsibility of the individual. Care should be used to avoid allowing unauthorized persons to use them.

f. Never leave any ULLS-A computer unattended in an operationally accessible condition, i.e., after LOGON.

5. CARE AND MAINTENANCE OF ULLS-A.

5.1 General. This section specifies requirements for the routine care and maintenance of the system, in both garrison and field environments.

a. No disks other than ULLS-A system disks will be put into ULLS-A computers. Only disks approved by the Unit System Administrator will be used to check for virus infection and will be provided by the Unit System Administrator.

b. The following actions are not permitted and will result in UCMJ action. Operating in the root directory (C:/). Loading any program into the computer. (Only Unit System Administrators or CSSAMO personnel are permitted to leave the Army Menu Director for other than ULLS-A use).

c. Previously used diskettes (i.e. other than disks used for ULLS-A data transfer) will be presented to the Unit System Administrator for verification and Virus check before being introduced into the ULLS-A computer for reformat.

5.2 Preventive Maintenance. Proper procedures for Preventive Maintenance (PM) are described the ULLS-A EM.

a. Regular cleaning of the disk and tape drives is necessary to ensure proper and reliable operation. At a minimum, the floppy disk and tape drives should be cleaned monthly (in garrison and the field).

6. SOFTWARE CHANGE PACKAGES (SCPs) AND INTERIM CHANGE PACKAGES (ICPs).

6.1 General. This section establishes the procedures governing the loading of change packages to ULLS-A.

6.2 SCP/ICP Software Installation.

Step 1. Backup the entire system before beginning to load a SCP or ICP.

Step 2. Make sure to inventory the software package. Obtain a Software Version Description (SVD), itemized list of software package contents, and one or more diskettes/tapes. The package cannot be installed with missing media. Discrepancies in inventory should be reported promptly to the servicing CSSAMO.

Step 3. Check the version number of the software already installed on your system against the cover page or the list of Inventory of Materials Released section of the SVD. These must agree, or your SCP/ICP may not be successfully implemented.

Step 4. Read the SVD, then follow the instructions carefully. There is no need to reload the entire system. The SVD describes, in detail, all data necessary to install the software package and includes, as a minimum:

(1) The contents of the software package.

(2) The sequence of software installation.

(3) Any special instructions and administrative procedures about installation of the software package and reporting of installation problems.

Step 5. Load the software change package IAW the SVD.

Step 6. Post any changes to manuals/procedures if prescribed in the change package.

7. SPECIAL PROCEDURES.

7.1 General. This section should be used to provide guidance/outline procedures for unit unique requirements.

7.2 Task Organization of Battalion Aircraft.

a. Frequently, it will be necessary to temporarily redistribute some of the battalion's aircraft assets to respond to special mission requirements. Normally, this involves the task organization of one or more aircraft to another flight company in the battalion (for AMSS reporting purposes, the aircraft will be supported by the same AVUM and remains assigned to the same UIC). The only change made is the aircraft's records are physically relocated to another flight company computer.

b. Appendix L of the ULLS-A EM contains special procedures for this task. The ULLS-A Unit Administrator will oversee the transfer procedures.

SUGGESTED SECURITY SOP FOR ULLS-A
DEPARTMENT OF THE ARMY

Headquarters,_____

Fort_____

xxxx-xxx

SECURITY STANDING OPERATING PROCEDURES (SOP)
FOR
THE UNIT LEVEL LOGISTICS SYSTEM-AVIATION (ULLS-A)

1. INTRODUCTION

This Security Standing Operating Procedures (SOP) is for the Unit Level Logistics System - Aviation (ULLS-A)..

1.1 **Purpose**. The purpose of the ULLS-A Security SOP is to:

a. Describe security features that are available to the Information system Security Officers (ISSO), Terminal Area Security Officers (TASO), ULLS-A Unit Administrators (UA) and Users;

b. Provide guidance for using and safeguarding ULLS-A data.

1.2 **Scope**. The ULLS-A Security SOP covers security protection mechanisms; security related functions; and security related responsibilities associated with ULLS-A Users and ULLS-A Unit Administrators (UAs).

2. RECOMMENDED RESPONSIBILITY ASSIGNMENTS

From a security perspective, there are four principle duty positions of concern: Information System Security Officer (ISSO), ULLS-A Unit Administrator (UA), Terminal Area Security Officer (TASO), and Users.

2.1 **Information System Security Officer (ISSO)**. The ISSO is the senior security official for an organization. The ISSO must report directly to the responsible manager of the ULLS-A system on security-related matters. The ISSO should be positioned organizationally such that he or she does not have a vested interest in keeping the system operational at the expense of security. Garrison versus Tactical Operations need to be considered. The ISSO needs to be assigned in such a manner as to be deployable with the ULLS-A system, or a competent ISSO alternate be assigned for purposes of deployment with the ULLS-A system (this can be incorporated in Operational Plans (OPLAN) and/or Contingency Operations Plans). For the ULLS-A system, the ISSO should be a brigade or battalion level automation competent officer, with direct organizational oversight capacity.

2.2 **ULLS-A Unit Administrator (UA)**. The UA is the individual who will install, configure, and maintain the ULLS-A system; and the person who assigns User IDs and passwords. Similar to the ISSO, the UAs need to deploy with the ULLS-A system. For the ULLS-A system an ULLS-A Unit Administrator should be assigned to manage the Local Area Network system configuration (server and workstations), and an ULLS-A Unit Administrator for each laptop.

2.3 **Terminal Area Security Officer (TASO)**. The TASO is subordinate to the assigned ISSO, and maintains security oversight for every terminal within his/her domain of control (e.g., a single terminal or cluster of terminals in a room). TASOs should be assigned in such a manner that they can be reasonably held responsible and accountable for the system(s) under their control: for example, it would be unreasonable to hold the TASO responsible for enforcing physical security for a system located 5 miles away or in a building for which the TASO cannot access. For the ULLS-A system, the UA should be assigned

as the TASO. However, every user should be expected to follow and enforce security policy.

NOTE

For some ULLS-A systems, the ISSO, UA, and TASO may be the same person (similar for designated alternates). It is highly recommended that alternates be assigned for each function.

3. **REFERENCES**

a. AR 380-19, Information System Security, August 1990

b. DOD 5200.28-STD, Department of Defense Standard, Department of Defense Trusted Computer System Evaluation Criteria (Orange Book), December 1985

c. NCSC-TG-026, A Guide to Writing the Security Features User's Guide for Trusted Systems (Red Book), September 1991

d. NCSC-TG-015, A Guide to Understanding Trusted Facility Management (Brown Book), October 1989

e. NCSC-TG-16, Guidelines for Writing Trusted Facility Manuals (Yellow Green Book), October 1992

f. NCSC-TG-027, A Guide to Understanding Information System Security Officer Responsibilities for Automated Information Systems (Blue Green Book), May 1992.

SECTION IV

ULLS-A CHECK LIST

This checklist is divided into multiple sections. The first five sections are designed to assist you when inspecting the areas of Flight Company Operations, Production Control, Quality Control, Technical Supply, and Brigade Aviation Maintenance Office (BAMO). Miscellaneous sections follow that will provide general areas to check in the subjects of work area appearances, operating supplies, field location, training, security and operations. An answer "yes" is desired for each question.

		YES	NO
FLIGHT COMPANY			
1.	Are faults being recorded in a timely manner?	___	___
2.	Are the dates and times accurate?	___	___
3.	Is status assigned correctly?	___	___
4.	Are faults written against the proper systems/subsystems?	___	___
5.	Are parts being installed as soon as possible after receipt?	___	___
6.	Are the flight company operators backing up daily and keeping the backups on file IAW SOP?	___	___

	YES	NO
PRODUCTION CONTROL		
1. Fault Review.		
a. Are faults reviewed soon after data transfer?	___	___
b. Are faults being reported to AMSS?	___	___
2. AMSS Reports.		
a. Are AMSS Reports printed and used daily?	___	___
b. Is the End Of Report Period file created monthly?	___	___
c. Is the Commander's Statement disk mailed promptly to LOGSA with a copy maintained	___	___
d. Are send transactions to higher level created daily? (If the brigade system is not used)	___	___
3. Maintenance Requests.		
a. Are Maintenance Requests prepared in a timely manner?	___	___
b. Is the correct date and time used when creating the maintenance request?	___	___
c. Is the Maintenance Request Register being reviewed each day and problems being resolved between AVIM and AVUM?	___	___

		YES	NO
d.	Is a SAMS transaction diskette created and delivered to the AVIM daily?	___	___
e.	Does the unit receive and process a SAMS status diskette from the AVIM daily?	___	___
f.	Is the Maintenance fault/DCR Reconciliation being performed daily with actions taken on any item appearing on the printout?	___	___
4.	Data Transfer.		
a.	Is data transfer properly being done at least daily?	___	___
b.	Is data transfer scheduled to occur at regular, daily intervals by the unit SOP?	___	___
c.	Is data backup performed prior to each data transfer?	___	___
d.	Are backups properly labeled IAW the EM, Appendix I?	___	___
e.	Are data transfer diskettes properly labeled IAW the EM, Appendix I?	___	___
f.	If an error report was produced is it used to determine the source of the error?	___	___
5.	Archiving.		
a.	Are archive procedures adhered to?	___	___
b.	Are archive parameters IAW unit SOP?	___	___
		YES	NO

c. Are AMSS archive diskettes labeled and maintained for at least one year? ___ ___

QUALITY CONTROL

1. Component Management.

   a. Is the Component Reconciliation process run regularly? ___ ___

   b. Are items appearing on the Uninstalled Components report investigated? ___ ___

   c. Is the Controlled Replacement process used when controlled exchange of components is performed? ___ ___

2. Archiving.

   a. Are archive procedures adhered to? ___ ___

   b. Are archive parameters IAW units SOP? ___ ___

   c. Are 2410 records purged regularly? ___ ___

		YES	NO
3.	Are aircraft/weapon systems, and subsystems properly configured (i.e., subsystem weapon system)?	___	___

TECHNICAL SUPPLY

1.	Are repair parts requests processed expeditiously?	___	___
2.	Do the operators know when an aircraft is at a work stoppage?	___	___
3.	Are adverse SARSS statuses on high priority requests brought to the attention of the P.C. officer?	___	___
4.	Are receipts processed when received?	___	___
5.	Is the DCR updated when repair parts are used on aircraft or equipment other than that for which they were ordered?	___	___
6.	Are all repair parts on hand recorded in ULLS-A?	___	___
7.	Are turn-ins and cancellations processed to correct excesses?	___	___
8.	Is the Demand Analysis process run IAW DA Pam 710-2-1?	___	___
9.	Does the unit commander approve all PLL additions and deletions prior to action being taken to the PLL stockage?	___	___
10.	Does the tech supply clerk process a Supply Transactions Diskette and deliver it to the source of supply daily?	___	___

		YES	NO
11.	Does the tech supply clerk obtain status diskette from the SOS and process it daily?	___	___
12.	Are PLL inventories being conducted as required?	___	___
13.	Are unserviceable recoverable repair parts, as shown on Part III of the Commander's Exception Report, turned in a timely manner?	___	___

BRIGADE AVIATION MAINTENANCE OFFICE (BAMO)

1.	Does the BAMO have access to a Brigade ULLS-A system?	___	___
2.	Does the BAMO use the AMSS output reports to manage aircraft maintenance within the Brigade?	___	___
3.	Are AMSS transactions received from the subordinate battalion and loaded into the Brigade ULLS-A system daily?	___	___
4.	Are commanders and appropriate staff officers knowledgeable in AMSS?	___	___

		YES	NO
WORK AREA APPEARANCE			
1.	Is the computer equipment clean of dust, dirt, and grease?	___	___
2.	Are vents on the computer equipment free of blockage from books, parts, etc?	___	___
3.	Are diskettes labeled and stored properly in dust protective jackets with write protection?	___	___
4.	Are magnetic tapes labeled and stored in protective covers with write protection?	___	___
5.	Is ULLS-A the only software loaded on the computer?	___	___
OPERATING SUPPLIES			
1.	Are sufficient quantities of paper, card stock, and printer ribbons on hand?	___	___
2.	Are blank diskettes available for data transfer and other processes requiring diskettes?	___	___
3.	Are sufficient magnetic tapes available for daily database backups?	___	___
4.	Are cleaning supplies available for tape drive, diskette drive, and exterior?	___	___
FIELD LOCATION			
1.	Is computer equipment transported to the field packed in transportation cases?	___	___

		YES	NO
2.	Does the site provide protection from rain, dust, dirt, etc for the computer equipment?	___	___
3.	Is cabling for LAN and telecommunications protected from moisture and damage by foot or vehicle traffic?	___	___
4.	Is there adequate power available for ULLS-A computer operation?	___	___
5.	Are Go-To-War parameters up to date when the concentrator is available?	___	___
6.	Can operators install and affiliate a TTA?	___	___

TRAINING

1.	Are all unit personnel trained in the use of ULLS-A as it pertains to their duties?	___	___
2.	Is the ULLS-A Tutorial being used for training of new personnel and for cross-training?	___	___

		YES	NO
3.	Are platoon leaders, platoon sergeants, and maintenance officers ULLS-A literate?	___	___

SECURITY AND OPERATIONS

1.	Are User IDs and passwords issued and controlled by the ULLS-A Administrator?	___	___
2.	Was the unit parameter file reviewed by the unit commander when he assumed command?	___	___
3.	Does the Commander's Status Report contain a complete and accurate snapshot of aircraft status?	___	___
4.	Does the system contain Personnel ID codes (PID) for all personnel involved in aircraft maintenance?	___	___
5.	Does ULLS-A contain the Technical Inspector Personnel ID codes (TIPID) for all personnel on TI orders within the unit?	___	___
6.	Is the ULLS-A administrator using group accesses to efficiently manage and assign access to users?	___	___
7.	Are User IDs and passwords purged from ULLS-A when individuals leave the unit?	___	___

		YES	NO
8.	Are Continuity of Operations Plans (COOP) written in SOP and known to the ULLS-A administrators?	___	___

TASK ORGANIZATION

1.	Are all company UICs loaded on every flight company system to facilitate transfer of aircraft for tack organization?	___	___

CONCLUSION

1. **ULLS-A Improvement**. ULLS-A is constantly undergoing changes and improvements will be made to the initial system through Software Change Packages (SCPs) or Interim Change Package (ICPs).

2. **Recommendations For Changes**.

a. Recommendations for changes come from units in the field. Recommendations may be submitted on Engineering Change Proposal Software Form 5005-R. Instructions for preparation of this form are included in the ULLS-A End User Manual.

b. Recommendations are also solicited for this guide and should be submitted on DA Form 2028.

c. Changes should be submitted through command channels to the US Army Information Systems Software Development Center Lee, ATTN: MAINT SYS DIV STOP L74, Fort Lee, Virginia, 23801-1815.

3. **Reference**. For further details on the use of ULLS-A, refer to the EM, AISM-25-L3P-AWD-ZZZ-EUM.

4. **Customer Assistance**. Customer assistance is available through ULLS User Support Office, 24 hours a day, 7 days a week, ULLS user hotline at DSN 687-1051, or commercial (804) 734-1051, or FAX (804)734-2974.